U.S. Office of Aviation Information.
Airman's guide

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AIRMAN'S GUIDE

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled

DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(20 Mar 1956)

PAR • Precision Approach Radar. ASR • Airport Surveillance Radar. GCA • Ground Controlled Approach • Military Equivalent of Combined ASR and PAR Equipment. ARSR • Air Route Surveillance Radar. RAPCON • Radar Approach Control Center.

GROUND CONTROLLED APPROACHES • The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches • Precision and Surveillance

PRECISION APPROACHES • Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway

SURVEILLANCE or ASR APPROACHES Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR This scope furnishes range and azimuth information only Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL • Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS • Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON • At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS • Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather conditions may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278, 391 kc; 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379 kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257 kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L. Departure Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	266, 278 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 124.9, 132.3, 134.1, 134.64, 137.88, 142.74, 257.8 mc	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc. ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8, 305.4, 348.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278 kc; 108.1, 121.5, 121.7, 126.18, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 263.0, 269.0, 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
	AIR ROUTE SURVEILLANCE RADAR		
New York La Guardia Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 mc (on req 120.5, 125.7, 125.9 mc)	ARSR	Guards 122.1 mc (on req 120.5, 125.7, 125.9 mc) Does not guard 135.0 mc. Call Washington Center.
	RADAR APPROACH CONTROL CENTER (RAPCON)		
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs available to rnwy 30 Tinker AFB
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

INSTRUMENT LANDING SYSTEMS

(20 Mar 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DMF	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-restricted
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Savannah-Travis Fld	109.9	SAV	333.8	90	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	BC-unusable. Lclzr unusable above 5000'
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	269 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-restricted
El Paso-International (L5)	109.5	ELP	332.6	217	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	126	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	5.3	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(20 Mar 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3),#,255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,123.7, 255.4 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0, 257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
" Co. Arpt	CA		344;119.1,121.5	(2),121.5	
ARKANSAS					
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2, 126.7;206	(3),#,255.4	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2,	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)	260	260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 Mar 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
"Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2,	(3)	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9, 121.1,121.5,126.18,243.0, 257.8,291.6,348.6	(1),#,122.7	
"	Center		120.3,301.4,118.9	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3;243.0,118.1, 126.18,140.22,257.8, 121.5,120.7,305.4,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
Oceanside	HW	OCN	323		
(3) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Norton AFB	HZ	SBD	397		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278	(3),#,255.4	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(3) "	*VORW	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7, 122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
"	Center		118.9,301.4,119.3,120.1	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2 554 278	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VQRW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-N.Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,263.0,269.0,311.8, 257.8	(2),#	
" National Arpt	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A
(1) "	BVOR	CEW	115.9		264 N 353 A
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,1267	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N
(1) "	BVOR	CTY	117.7		212 A 315 N
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N
(1) "	BVOR	DAB	113.3		196 A 281 N
" Arpt	AC(g)		353;119.5,121.5,126.18,257.8	(2),#	DME
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	35 A 88 N
Hulburt (A)	MHW	HRT	257		215 A 268 N
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A
(1) "	*BVOR	JAX	114.5		269 N 338 A
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8	(2),#	DME
"	Center		120.5,121.5,243.0,263.0, 301.4	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	HW	NZC	414		269 N 359 A
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	18 N 87 A
(1) "	BVOR	EYW	115.3		168 N 251 A
(1) Lakeland	VORW	LAL	116.0		DME
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7 122.2;275	(3),#,255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4	(3),#	68 A 158 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	248 A 342 N
(1) "	BVOR	MIA	113.5		93 A 163 N
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8,122.7	(2),#	266 A 332 N
					DME
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 348.6	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2, 255.4	(3),#	221 A 311 N
(1) "	BVOR	ORL	112.2		40 A 127 N
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	220 A 307 N
"PinecastleAFB	MHW	PQS	245		DME
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N
"	HW	AAN	203		221 A 311 N
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N
" Arpt	AC(g)		219;119.9,121.5,132.3, 257.8	(2),#	232 A 341 N
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	(0700-2300)
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	35 A 110 N 215 A 290 N (0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N
(1) "	BVOR	TLH	116.9		189 A 266 N
" Arpt	AC(g)		281;118.7,121.5,126.18, 257.8	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N
(1) "	*BVOR	TPA	116.5		235 A 315 N
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	267 A 355 N
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N
(1) "	BVOR	PBI	115.5		269 A 356 N
" Palm Beach AFB,	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	DME
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	9 A 90 N
(1) "	BVOR	ABY	112.9		189 A 270 N
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N
(1) "	BVOR	AMG	115.0		227 A 324 N
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5,255.4	(3),#	DME
					50 A 154 N
					235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5,257.8	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7	(3),#,255.4	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		.278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW		111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHW	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8	(1),#,122.7	
(1) " "	TVOR	CHI	116.2		
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6	(2),#	
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7	(3),#,255.4	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	C(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
"	MH	RTU	201		Trng Status
(3)Roberts	VORW	RBS	116.8		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7	(3),#,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;121.3,121.5,257.8	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7	(3),#,255.4	DME
INDIANA					
Columbus, Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2, 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,255.4,124.1, 385.6	#	
Kokomo	MHW	OKK	227		
(1)La Fayette	BVOR-DTV	LAF	113.5;V;121.5,122.2, 126.7	(3),#,255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115 3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8	(2),#	
" *	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2,255.4	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Mulvane (A)	HW	MLV	317		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5 ,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)	239	239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.1		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Hopkinsville, Campbell AFB	HW	HOP	293		
" "	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, [redacted]255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8,243.0	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8, 137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7, [redacted]255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	280		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 [redacted]255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2, [redacted]255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 Mar 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,[redacted]255.4;326	(3),#	DME
Shadyside	MHW	SHZ	391		
MASSACHUSETTS					
Bedford	HW	BED	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8,[redacted]348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0630-2330)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	(0800-2400)
Cadillac	MHW	CAD	269		
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7, 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,137.88,243.0,257.8, 263.0	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2, 126.7	(3),#,255.4	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2, 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5V;121.5,126.7,122.2 255.4	(3),#	
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7, 122.2	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wk days 0 5-20Sat05-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			255.4,257.8, 305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 305.4,243.0,257.8,263.0,348.6	(2),#	
"	Center		120.3,132.3,301.4	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(3)St. Cloud (S)	TVOR	STC	111.6	122.1	V-08-17daily
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, [redacted]255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7;[redacted]391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278;118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,119.7,132.3,243.0, 301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4	(3),#,243.0	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8, 118.5	(2),#	
"	Center		120.3,132.3,301.4,124.5,125.5,125.7,243.0	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 166 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2, 121.5	(3),#,255.4	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	HW	EEN	224		
Laconia (P)	MHW	LCI	400		
Lebanon	BE-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	33 BA 123 NB 213 YN 303 AY
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS-N.Y.	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-N.Y.	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, [redacted]255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18 Fri;Sat0830-630;Sun1130-2130	0830-2330Mon-
Trenton (P)	TVOR	TTN	111.6	Monitor.category	(1) twr hrs opern
(1)Woodstown INSACS Millville	BVOR	OOD	114.3		
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7,122.2	(3),#,255.4	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3)	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, [redacted]255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18,	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88 243.0,301.4, [redacted]310.4, 343.8,355.8	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g)		272;118.5,121.5,126.18, 142.74,243.0,257.8, [redacted]236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, [redacted]255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8[redacted]	(2),#	
" "	UHF/DF			257.8	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, [redacted]255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(3)Cofield	VORW	CVI	116.2		(NON-COMM)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Fayetteville Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 Mar 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [redacted] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4,243.0,125.1	#	
" "	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2, 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	115.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [redacted] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7, 122.2	(3),#,255.4	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	SUJ	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - -	See Tri-City				
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2, 255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4,120.5,119.3	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 151.56,243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	HW	NGP	248		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,119.5,257.8	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 Mar 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2, 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0	(2),#	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 348.6,353.7,125.5	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,126.18, 121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 137.88,319.8,120.1,263.0	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 Mar 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8	(2),#	
We st (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[redacted]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8 [redacted]	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7, [redacted] 255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, [redacted] 255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2, 243.0,301.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4,121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7,243.0 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HWZ	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(3) "	TVORW	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18,257.8	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4;[redacted]215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2	(3),#,255.4	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7	(3),#,255.4	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	115.1		
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
" "	VHF/DF			100-156 req	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7	(3),#,255.4	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;126.18,118.3,121.5, 243.0,257.8	(2),#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1300-2100)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.

2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.

3. When city and airport names are identical, the airport name is omitted to conserve space.

4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least F3: 91/96 oct., and lower
F2: 80/87 oct., and lower F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1 NW;RR NE	1058	2	28- L4-(S1)	(F1)	N/S Strip soft when wet. P-line N.
(PC)Alexander City, Russell	L	1.5 SW	685	2	h29-S1	F1	3200' strip avail. N,S blkd.
Andalusia		2.6 S;hwy W					ABANDONED
(PC) " Municipal	L	5.5 E;hwy S	330	2	h36	F1	3800' strip avail. when wet.
(P)Anniston	P	5.5 SSW;hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft
(AF)Anniston, Talladega	L	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E;hwy 1 N	774	3	h40-B*L4-S5	F2	5050' strip avail.
Bessemer, Durham	L	2.5 SW;RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-BL6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
(PC)Brewton	L	3.5 S;riv N	92	3	h40		
Bridgeport,TAT Hosiery	L	3 NNW;hwy SE	634	1	20		Rgt tfc NE.
Centre	L	0.6 NW;hwy SSE	581	1	20		
Chickasaw	L	1 W;RR 1 S	39				ABANDONED
Clanton, Gragg	L	1.8 NE;crk S	593	2	26-B	(F1)	ENE,SE blkd.SE end ruf.Soft-wet. Ctn-not maintd.
Columbiana		1.5 WNW;RR S					ABANDONED.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE;hwy W	591	2	h40-B*L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW;hwy S	330	3	h40-BL4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs.Use rnwys, TV ant, rnwy 31
(P) " Napier	L	7.5 NW;RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula,Weedon	P	4.3 NNE;hwy E	275	2	h34-*1,2-S5	F2	
Eutaw	L	2 SE;hwy N	100	2	23		
(P)Evergreen, Middleton, 20. MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Ben prior req 80 oct avail prior req.
Fairhope, Klumpp	L	3.1 E;rds S,E	110	1	19	(F1)	
(PC)Fayette	L	2.2 NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE;hwy W	247	1	16		Cattle on fld.
← Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE;lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak	P	6 S;hwy E	35	2	20-S5	F1	S,W ends strips soft when wet.
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW;RR NW	905	1	18		
" De Soto Park		6 NE					ABANDONED.
(PC)GADSDEN	P	5 SW	554	2	h48-BL4-S5-W	F4	
" Goodyear	L	3.5 ESE;hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE;hwy NE	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE;hwy W	609	1	25		
Haleyville, Lakeman		5 NE					ABANDONED.
(PC)Headland	L	2 ENE;hwy NW	361	2	h35		Use rnwys.
← (PC)HUNTSVILLE	P	3.1 S;RR E	619	2	h46-BL4-S5-U	F4	Use rnwys.
← Jasper, Walker County	P	2.2 NNE;RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE;hwy W	850	1	18		
← Lanett, Valley	P	2 SE;riv N,E	564	2	31-35	F2	
Livingston, Jackson	L	1 N;RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W;bet rds	217	3	h51-BL4,6-S5-W	F4	
" Davis	L	13.5 SW	180	2	18		Unattended
Monroeville, Lee	L	4.7 SSW;hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE;hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW;hwy N	219	3	h70-BL4,6-35-W	F4	Use rnwys.
← (P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-W	F3	Use rnwys only.
← Phenix City		2 N;riv E					ABANDONED
Prichard, Skytrail		2.5 NW;RR NW					ABANDONED
Russellville, Wood Dearing	L	4 E	762	2	20		SE,NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW;hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	L	2.2 SW;riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE;RR S	136	3	h43	F1	2-way rdo rqrd during AF operns. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S;riv NE	200	2	29		
(PC)Troy	L	5 NNW;hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW;RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
← Tuscumbia, Tri Cities	L	1.2 SW;hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N;hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W;hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
Winfield		0.5 SSW;hwy NE					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Canoe, Bachelor	P	0.9 SW;RR N	282	1	16-S5	F2	
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
Elba	L	2W	265	2	26		Closed
Enterprise	L	3W	349	2	37		
Roanoke	L	2 S	907	1	21		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW AIRPORTS (or airports out of alphabetical alignment)							
ARIZONA							
(PC)AJO	L	5 N;RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2 NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8 SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Benson		2 ESE;RR N					ABANDONED.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
Bowie	L	1.9 W;RR N	3815	2	20		
← Buckeye-Stephens	P	0.8 WNW;hwy S	980	1	26-S5	F2	E,W blkd.
Bullhead City, Bullhead	L	1 N;riv W	550	1	30	(F2)	
Cactus, N. Phoenix	L	0.5 E;rd S	1450	2	35		P-line W.Surd by mtns.Vegetation Ruf.
Cameron	L	1.8 NE;riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6 SE	1450	2	42		
← " Three Point	P	1.5 NNW;hwy E	1389	4	40-L4	F3	2600'N/S Strip lgtd. P-line E,
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
← (PC)Chandler	P	2.5 SSE;RR W	1236	1	h26-S5	F3	P-line NE.
" Riggs	L	6 SSE;rd W	1250	1	26		P-line SSW,vegetation on NE end.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not maintd.
Chloride, Shep's Pleasant Valley	L	3.8 WSW;hwy W	3600	2	23		Rolling,Cattle on fld.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
CLIFTON-Morenci	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6 ESE;RR 1 N	3545	2	h40		Ctn-access is by poor desert trail.
← Coolidge	L	1.7 S;hwy W	1450	1	32		P-lines NW.
(PC) " -Florence	P	6 SE	1587	3	h56	F3	
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4 NE	6200	2	28		Ctn-erosions.
Dateland, Whitewing Ranch	L	13.8 N;RR S	550	1	29		
Dewey-Humboldt	L	1 E of Dewey	4680	1	29		Ctn-not fenced.
Douglas	P	2.5 E	4181	3	h41-L,24-S5	F1	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5 NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd.ARPT OF ENTRY. Tfc pat alt 1000'.NW/SE clsd acft over 30000 lbs
(PC)Duncan	L	2.3 SW	3878	2	35		
Elfrida	L	1 SE;hwy W,N	4200	1	26		
(PC)FLAGSTAFF	P	4.5 SSW;hwy W	7010	1	63-BL4-S1-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	0.7 SW;hwy E	1900	1	52		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4700	1	34		Rolling.Cattle on fld.
Ganado	L	1.5 S;rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW;RR W	858	3	h62		
" Gila Gin	L	6.9 WNW;riv NNE	750	1	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	L	13 NW;riv S	650	1	22		P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E,W.
" Thunderbird #1		5.5 N;hwy E					ABANDONED
(PC)Globe, Cutter	L	7.3 ESE;RR N	3150	1	37		
" Wheeler Crosswind	L	4.2 ENE;hwy W	3810	1	29		Surd by mtns,Rolling,ruf,Soft-wet,Cattle fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC)Hackberry	L	6.4 NW;hwy S	3390	2	h60		Ctn-hazardous,Cattle-fld.
Hayden	L	1.2 S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2 NNE;hwy SE	5241	2	48-BL2		Strip soft. Unattended
Kaibito	L	1.8 SW;rd E	6300	1	26		Ctn-erosions, Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	53		Ctn-erosions. Soft when wet.
Kelvin	L	0.5 E;RR S	1875	1	21		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5 NE;RR NW	3446	3	h68-B*L4-S3	F3	
" Searchlight Ferry	L	37 NW;riv W	672	1	30	F1	
" Temple Bar	L	61 NW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 W,NW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5 NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 E;rd W	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;riv SW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center.
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)Marble Canyon	P	0.3 SW;bet hwy,riv	3600	1	41	F3	Deep canyon SW.
← " Cliff Dwellings	L	10 SW	4210	1	27	F1	
McNeal	L	0.5 NE;hwy W	4195	3	h60		CLOSED. Hazardous.
Mesa, Falcon	P	7.3 NE	1337	1	h22-S1	F3	
" Oasis	L	11.5 E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Morman Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches adj to strip. E blkd.
Parker	L	1 ENE	450	3	32		Ctn-gopher holes, weeds.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn-Rolling.
Peach Springs	L	1.2 N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft.
" Paradise	P	8 NNW;canal S	1245	4	32-S5	F4	P-line E. Irgrd. Rgt tfc rnwys 26R, 8R.
(NG) "-SKY HARBOR	P	2.8 ESE;RR N	1124	3	h78-BL4, 6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr
← " South Phoenix	P	3 SSE;riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3 S	1680	aw	h30		
Pierce Ferry	L	3.7WSW;dam W	2941	3	32		Ctn-downdrafts. On high mesa.
Polacca	L	3.5 SW;rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8 NE;RR E	5042	2	h76-BL2,4-S5-W	F4	Use rnwys.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on fld.
Rainbow Lodge, Navajo Mtn	L	4.5 ESE	6000	1	20		DANGEROUS. Ruf. Mtn NW.
(PC)Red Rock, Marana Aux #3	L	8 NNE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mtns ENE. Lnd to WSW.
Roll, Antelope Ranch	L	2 SW;RR E	250	1	30		P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	0.5 S;rd NW	5400	1	33		Ctn-erosions. Soft-wet.
(PC)SAFFORD	P	4.5 ENE;riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1 NW;hwy S	5700	2	45		
St. Michaels, Window Rock	See Window Rock Arpt under New Arpts.						
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE(south)blkd.
" 27B, LAX-PHX	P	15.8 SSE;rd N	1362	2	41-BL2		
San Simon		1.1 NNW					(ABANDONED)
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N;rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Seligman	L	2 NW;hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2 NW;hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2 ENE;hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3 ENE;hwy S	254	3	20		Ctn-soft sand.
" McDaniel	L	3.3WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip ruf.
Superior	L	2 WSW;hwy N	2600	2	19		NNE blkd. Mtns WSW.
Tempe	L	1.2 SW;RR E	1160	3	27-S5	F3	P-lines E, ENE, ESE, WNW.
" Sanders	P	5 SSW;RR E	1240	1	26-S5	87	N,S blkd.
Tes Nos Pas	L	2 E	5500	1	27		Ctn-erosions.
Theba, Gillispie	L	0.8 SW;canal NW	740	2	39		
Toltec	L	0.4 NW;hwy SW	1500	3	26		P-lines SSW, WSW.
(PC)Tombstone	L	4 SE;hwy W	4743	1	42		Take-off to ENE.
Tonopah		0.2 SE;rd N, W					(ABANDONED)
← " Webb		2.5 E;rd S					ABANDONED.
Tonto Basin, Pumpkin Center	L	1 SSE;crk E	2350	1	18		Ctn-erosions.
Topock, Lake Havasu	P	19 SSE;riv N	490	3	60	F2	Ctn on NNW/SSE strip.
Tuba City	L	1 WSW	5000	2	20		Rolling.
(P)TUCSON	P	7 S;RR W	2630	2	h120-BL4-S5-W	F4	
"-Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
" Downtown	L	1.4 S;RR SW	2490	3	39	F2	
" Gilpin	P	4.2 NW;RR W	2200	4	55-L4-S1	F2	P-lines W, SW, NW end ruf. 4000' NW/SE Strip lgtd.
" Ryan	L	13 WSW;hwy S	2413	3	h25-S1	F2	P-line SSE. Vegetation. Soft-wet.
" Thunderhead	L	15 ESE;rd W	2885	1	31	(91)	
Tuweep	L	0.5 S	4700	1	33		Ctn-vegetation. Surd by mtns.
(PC)Valle	P	2.3 E;hwy E	6001	3	57-BL2		
Webb	L	3.5 N;hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE;RR N	315	2	h40		
(PC)Whiteriver, Ft. Apache	L	2.6 SSW;riv SE	5109	1	34		Ctn-ruf, vegetation. Surd by mtns.
Wickenburg	L	15 W;hwy S	2380	3	h45		Use rnwys.
" El Rancho De Los Caballeros	L	3.6 WSW	2750	1	26		Ctn-cattle, autos. Uphill lndgs, downhill take-offs. Circle rch before lndg. Hill WSW.
" Flying E Guest Ranch	P	4.4 WSW;hwy N	2650	1	32	F2	Hills SW. Uphill lndgs to SW. Tk-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W;rd N	4188	2	h61		Strip rough, dangerous.
(PC)Williams	L	4.3 N;RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW Strip muddy-wet. NNE/SSW
(P)WINSLOW	P	2 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
" Chilson	L	15.5 W	5500	1	35		Cattle on fld.
" Leupp Junction	L	10.4 WNW;RR S					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on fld. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE; wind-mill SW. Ruf.
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h94-BL4,6-S5-W	F3	Rgt tfc rnwys 17,26. Tfc pat. alt within 3 mi radius, 1213' above arpt.
" Aux #1	L	11.3ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14 SSE	275	2	h37		
" Aux #4	L	14 SSW	200	2	h37		Derricks, cables N-open ditch
" Fisher's Landing	L	20.2 NE;riv W	250	1	32		
" Marsh	P	0.7E;riv N, NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Tucson, Cielo-Terra Guest Ranch	L	13.5 N;hwy W	2650	1	30		
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Tk-off SW or W. Soft-wet. Use strips.
Phoenix, International Harvester Proving Ground	L	11 S	1234	1	41		
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
ARKANSAS							
Alma	L	1.5 ESE;rd S	420	1	17		
(PC)Almyra	P	3 W	210	3	h30-S5	91	DANGEROUS-Soft at all times.
Arkadelphia, 24, DAL-LOU	P	1.5 ENE;RR NW	186	4	40-BL4-S5	F1	
(PC)Batesville	P	3 S;hwy E	464	2	h28-B	F2	P-line W.
Beaver, Shields	L	1 NW;riv SW					ABANDONED
(PC)Benton	L	1.6 W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5 SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
" State Line		9 NNW;hwy E					(ABANDONED)
Berryville, Masco	L	1 WNW;hwy E	1200	1	19		Cattle on fld.
(AF)Blytheville AFB	Arpt now Air Force installation						
(PC)Brinkley, Federer Mem'l	P	1 E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch, holes between boundaries. No sto. E ruf. Unattended
Cabot, Bailey	L	0.5W;RR, hwy SE	305	2	16		
(PC)CAMDEN, HARRELL	P	4.5 NE;hwy W	128	2	h35-BL4-S3	F2	
Carlisle	L	0.5 S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3 NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6 WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5 E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1 S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5 SE;rds NE,W	309	2	32-B-S5	F3	Unicom days.
Corning		0.7W;hwy N					ABANDONED
Cotton Plant, Overholt	P	3 W;hwy S	250	2	18-S1	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6 NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3 W;RR N	200	2	26-S5	F3	ENE, E blkd. Use strips.
← El Dorado	P	1.5 S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P)"-GOODWIN	P	8.6 W;hwy S	277	3	h51-BL4	F4	Use rnwys.
←(P)Fayetteville	P	4 S;hwy W	1251	4	h38-BL4-S5-W	F2	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5 ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL2,4-S3-W	F3	
(NG)FORT SMITH	P	4 SSE;RR S	468	2	h70-BL4,6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2 NW;rd N	229	2	24-S1	F2	
(PC)Harrison	P	4.1 NW;hwy NE	1375	2	28-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8 WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7 E;RR N	229	2	21-S3	F2	S blkd; p-lines N, WSW. Ctn-N/S-wet.
← Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA,THOMPSON-ROBBINS	P	6 NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5 NW;RR E	359	3	h55-*L4-S5	F3	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3 SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
Joiner, Wilson	L	0.5 ENE;hwy W	225	1	15		ABANDONED
(PC)Jonesboro	P	3.5 ESE;hwy SW	264	3	h44-BL4-S5-W	F3	Use rnwys.
Lake Village, Tindall	L	1.3 SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet.
(NG)LITTLE ROCK, Adams	P	2.5 ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N. House N.
Lonoke, Hauk	L	4.3 NW;lk NE	235	1	16		Soft when wet.
Magnolia, Baker	L	4.3 E;hwy S	300	1	20-L4		Ctn-wet.
Malvern, Harlas	P	2.2 WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30	(F1)	Ctn-wet.
" Fleeman		0.6 S;hwy N					(ABANDONED)
(PC)Mena 41, NEW-MKC	P	2 SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2 E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7 NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1 E;hwy W	200	1	13		Ctn when wet.
Mountain Home, Diamond Bay	L	9 ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2 N;rd E	450	2	19-(S1)	(F1)	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
(PC)Newport	P	6 ENE	237	1	h 50-S1	F3	Use rnwys.
(PC)N. Little Rock, Central	L	5 ENE; hwy S	255	2	35		Caution-wet, Cattle-fld. Unattended
Ozark, Whitman	L	1.2NNW; hwy SW	600	2	25		
Paragould, Higgins	L	0.9S; RR SW	270	2	16		P-line NE, Caution-wet.
Paris	L	1.8 NE; hwy S	500	1	23		P-line E. Soft-wet.
(P)PINE BLUFF, Grider	P	5.3 SE; hwy 1 N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5 N; hwy W	215	3	26	F1	
Pocahontas	L	2 SE; hwy W	280	2	38	(F1)	
Prescott	L	2.8 SW; RR SE	280	1	25		P-line NE. Cattle on fld.
Reyno		2.7 SSW; RR NW					ABANDONED
Rogers	L	2.7 N; hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8 NW; hwy N	200	1	19		Ctn when wet. /after 2400.
Russellville, Ark. Poly.	P	1.3 N; hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req
(PC)Searcy	L	2.8 S; hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ	P	2 W; hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8 SSE; RR W	1352	2	26-*L4	F1	
(PC)STUTTGART	P	7 N; hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5 NNW; hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4 NE; RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
(P)Walnut Ridge	P	4 NE; RR SE	275	3	h50-BL4-S1-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE; hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S; hwy W	240	1	26		
West Memphis, Bowen	P	1.5 W; hwy N	215	2	17-S5	F3	P-lines E, NE, W. Rgt tfc E, NE, Ctn - when wet.
" Farmers	P	3.2 W; hwy N	210	1	26-S3	F3	Caution when wet.
" Levee		2.4 E; RR N					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
Texarkana, Mack's	L	4SE; RRN	390	2	18-S3		SW blkd. No storage.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Hardy, Cherokee	L	2W; lake E	425	1	25	F1	
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11 WNW; lk N	2865	4	h37-S3	F3	
" Gray Butte	L	15.3 W	3015	4	h37		
" Sun Hill Ranch	L	13.1NNW; hwy E	2950	1	23-S5	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds, Too soft for use-wet wea.
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Von Glahn Ranch	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Soft when wet.
Amboy, Conns	L	0.5NW; RR, hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Anderson, Pinnegar		1 S; hwy E					Perm discontd.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-line E. Rolling. Soft when wet.
(P)ARCATA	P	7.6 NNW; ocean W	217	2	h60-BL4&7-S5-W	F4	Rgt tfc Rnwy 13.
Artesia, Cranford	P	1.6 ESE; rd S					ABANDONED.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
Atwood	L	0.6 W; RR, hwy N	235	1	15		Use at own risk
(PC)Auburn	P	3.8 N; hwy 1 W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet. Electric ear.
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet
Bagdad	L	1 S; hwy N	700	3	38		Use with caution.
Baker, Brown	L	0.8 N; hwy S	940	1	25		Caution-very ruf.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F2	CLOSED Sat, Sun.
(P) " -KERN CO. #1	P	4.4 NNW; RR W	515	3	h59-BL4&5-S5-W	F4	TV antenna E, SE, S.
" Pumpkin Center		7S; hwy S					ABANDONED.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW; tk-off SSE, surd by mtns, Ruf.
Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Bellflower		1.2 NE; riv E					ABANDONED.
Benicia-Air Harbor	L	2.9WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8 ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE; hwy NW	5280	1	34-B-W		P-line NNW, Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W; hwy S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Bonsall, Shearer's Ranch	L	4.6ENE; hwys SW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW. Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, J 3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4 SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3 NNE; lk N, W	6465	1	31		P-lines S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5 WNW; RR S	764	2	h60-BL4,6,7-S5-W	F4	FEE when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft. 925' ext on Rnwy 15 avail for take-offs only.
Buttonwillow-Kern Co. #15	L	1 NNE; canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W. NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5 SSE; hwys E	2250	1	17		P-line W.
Calipatria	L	0.5 WNW; hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
← Calistoga	P	0.2 ENE; RR S	365	1	h23-S1	F2	Rgt tfc WNW. P-line WNW.
Calpine	L	1 SE; hwy W	5000	1	26		(CLOSED-UNSAFE). Ruf.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
← Canby, Mead		0.5 S; RR W					ABANDONED.
Canoga Park	L	1.1SSW; RR ENE					ABANDONED.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emerg.
CATALINA ISLAND Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
Centerville, Center	P	2.1 SSE; hwy N, W	40	1	20-(S1)	(F2)	P-line WNW. Atnd wk-ends only.
Chester	P	1.5 SSW; hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(PC)CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7 SE; RR, hwy E	201	1	29		
" Ranchaero	P	2.2 WSW; hwy NE	173	1	22-*L4-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h46		Rgt tfc to E. NE. Ctn F51 and C54 acft operg in vcnty. Acft parked on mat area; taxying on rnwys.
Chowchilla	L	0.8 SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Claremont, Cable-Claremont	P	1.8 ENE; hwy S	1450	3	h21-B*L4-S5	F3	ENE blkd. 3350' strip avail.
Clarksburg, Borges-Clarksburg	P	2.4 NNE; riv SE	12	1	20-S5	F2	ESE blkd.
← Coalinga	P	1 N; hwy E	714	3	h52-L4-S1	F2	
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U.S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft-wet
Compton	P	1.5 SW; hwys E, W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5 NW; hwys N, S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3 WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn-weeds.
" Baldwin	L	2.7 NNW; RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2 SE; RR, hwy W	205	1	29-L*1,3-(S1)	(F3)	Twr NNW.
(PC)Corning	P	1.3 NE; hwy W	300	1	24-B		Closed winters.
Corona, Thursby's	L	1.3 NE; RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const. (ABANDONED)
Costa Mesa, Balboa Bay		1.3 WNW					
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW; crk NE	1385	2	30		Hill WNW. Caution-wet.
(P)CRESCENT CITY, Del Norte County	P	2.5 NW; ocean W	56	2	h50-B*L4-S2-W	F2	Drifting sand across W end taxi strip leading to Rnwy 11. Use Rnwy 11 for taxiing only. Ctn-rocks end Rnwy 35.
Creston	L	1.5 SSW	1200	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW; RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Cypress		1.3 ESE; RR SW					ABANDONED. tfc SSW.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Darwin	L	0.6W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution-holes.
" University	P	2.4 WSW; crk S	65	3	h37-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley Jct, Amargosa	L	0.7 W; hwys E, N	2037	1	23		Rgt tfc N.
Delano, Dunlap	L	7.5 ESE; RR W	529	aw	h20		S blkd. Stay N of p-line. Ctn-equip on fld.
(PC) " -Kern Co. #3	P	1.5 SE; RR, hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1 NNE; riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5 NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5 NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE; hwy NW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	8 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	167	1	23-BL4-S1	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	L	1.5 SSE; hwy W	100	1	h39		Rgt tfc SW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Dunsmuir, Mott. 25B, SFO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8 SE; hwy SW	275	1	16		
El Centro, Eshelman's		2.5 S					(ABANDONED)
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-L3,4-S5-U	F3	Rgt tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
Escondido	L	1.5 W; RR, hwy N					ABANDONED
Essex	L	2.7 NNE; RR E	1850	1	49		
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
"-County	P	3.6 ENE; hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fairfield-Suisun	P	1 E; RR N	12	2	30-*L4-S5	F2	N blkd; p-lines S, WSW. Soft when wet.
Fair Oaks-Phoenix	P	3.5 ENE; riv E, S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3S; RR E, SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	P	1 N; hwy E	3300	1	h33-S1	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		
Fontana	L	3.5 NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW; ocean W	65	1	h24		
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW; rd E	2728	1	38	F1)	Surd by mtns.
(P)Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5	F3	Rgt tfc Rnwy 11
(PC)Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S, E	331	2	h70-BL4,5,6-S5-W	F4	Rgt tfc pat rnwys 11 & 7. Use rnwys.
" -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys
" Furlong	P	6.5 NW; canal NE	285	1	25-S5	F2	P-lines NNW. after rain.
" Sierra Sky Park	L	9 NW; riv N	325	1	32		Hi-voltage p-line SE end strip, unlgtd. SE blkd.
(PC)Fullerton	P	3 W; hwy S, N	93	1	21-BL4-S5	F3	
Furnace Creek		0.5 N; hwy W					ABANDONED
FURNACE CREEK, 17, RIV-DLS	P	1.5 N	-211	1	h57		Closed Summers.
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gardena-Valley		2 NW; RR N					ABANDONED.
Gasquet	L	1 W; hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glenn Ivy Hot Springs, Glen Ivy	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling.
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" MacBoyle	L	2.7E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW; hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	247	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W; hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	47	3	h52-BL4-S5	F3	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	225	1	23		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5 WSW; RR SE	1502	2	h23-L4-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds
Herald, Bottimore Bros.	L	1 NNW; RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		CLOSED.
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8 SE; ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P) IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
Independence	P	0.9N; hwy W	3926	2	28-S1	F2	Rolling.
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8 ESE; hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1 WNW; RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S3	F2	
(PC)Jacumba	L	1.3 E; hwy N.	2810	1	24		W end soft. Mtns E. Rolling.
Johannesburg-Kern Co#10			3550				ABANDONED
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5 NNE; RR W	370	1	h45-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE; riv S, W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8 NNE; riv S, W	25	1	h16-S5	F3	
Lk Hughes, Neenach Rch	L	11.8 NW; hwy S	2975	1	19		on rnwy 6-24.
" Sky Castle	L	3 WSW; hwy N	2870	3	36		CLOSED. E, NE blkd; hills SW, WSW. Holes
(PC)Lakeport, Lampson	P	4 SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2 SE; hwy L2N	475	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S; rd W	275	2	22-S5	F2	P-line SSE, E/W rolling. Rgt tfc E, SE.
" Sweetwater	L	4.8 SSW; hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster	L	0.5 NW; RR E					ABANDONED.
" Quartz Hill	P	5.2 SW	2475	3	26-*L4	F2	WNW blkd; p-lines W, WSW.
" Sterks Ranch	L	2.6 ENE; hwy S	2368	2	21		P-line W. Soft in spots.
" Victory	L	9.2 NW;					ABANDONED
" Waldrip	L	2 NNE; RR W	2335	1	19		
Leggett, Reed Rch		1 SE; hwy S					ABANDONED
(PC)Lemoore	L	9 SW; hwy N	247	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8 SW; hwy NW	2350	3	31-*L4-(S1)	(F2)	Soft. Weeds on N/S Strip.
(PC)Lincoln	L	3.6 WNW; hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5 SE; hwy 1.5 W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5 NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6 SSE; RR W	65	1	18		N,S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW; riv S	350	1	23-S3	F2	
" -Sky Ranch	P	1.2 WNW; hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5 SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	54	1	30-S3	F2	P-lines E, W.
(PC)Lompoc	P	0.6 N; riv 1 N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail-use with caution.
Lone Pine	P	0.8S; hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF) LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of Rnwy 7R. P-line W.
" East Long Beach		(See Sunset Beach Arpt, California)					
(P)LOS ANGELES-Intnl	P	9.5 SW; RR E	125	3	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
" East Los Angeles		8.5 ESE; RR S					(ABANDONED)
(NG) " San Fernando Valley	P	17.5 NW; RR N	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rgt tfc rnwys 26, 34.
(PC)Los Banos	P	1.2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5 W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills-Kern Co. #9	L	0.6 NE; hwy S, W	285	1	h63		
" Blackwells Corner	L	10.5 W; hwy E	650	1	30		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2, 2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
" Rabbit Dry Lake	L	3.3 W	2950	aw	40		Hwy crosses strips. Ctn-wet. Mtns NW,E.
(PC)Madera	P	3.5 WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa-Kern Co. #6		0.7 S; hwy N					(ABANDONED)
" Sunset	L	3.1 NE; RR SW	520	3	19-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5 WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
Marysville, Cheim	L	1.5 NE; hwy SE	67				ABANDONED
(P) " YUBA COUNTY	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6 SW; hwy 1 NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE; riv W	40	1	14		
Middletown, Larry's	L	2.5 WNW; hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S; RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Mojave, Myer	L	1 SSE; RR S	2726	2	36-(S1)	(F2)	W blkd.
Montague	P	1W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RRW	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)Monterey-Peninsula	P	3.4 ESE; hwy NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	12		Fills E, W, S.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1 ENE; rd S	1137	1	22		P-line E.
(PC)Napa, County	P	5.5 S; RR E, S	36	2	h53-BL4-S5	F3	
" Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1 SSE; riv S	8	2	22-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5 S; hwy E	990	2	h58-BL4-W		No 80 oct avail. 91,100 oct avail emerg.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Needles, Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW;rds S,E	3060	2	26-(S5)	(80)	No sto.NW blkd.Rolling.Soft-wet.
New Cuyama	L	0.4S;hwy N	2225	1	40		
North Sacramento-City	L	1.2 N;RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6 NNE;RR W	1	2	30-(S3)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8 ESE;RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE,SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S;hwy 2 NE	5	3	h62-BL6,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4 WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE;riv N	29	1	25-L1-S3	F2	lgt tfc W.Use strip.
" Hi Hi Sky Ranch		1.5 ENE;RR S					ABANDONED
Ojai, Henderson	L	3.5 WSW;RR E	600	1	18-(S5)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E;hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW;riv W	8060	2	29		Clsd winters. FEE. Lnd. tk-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8 WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5 WNW;rivS	9100	1	18		Lnd and tk-off to SW.
(NG)ONTARIO-International	P	1.5 E;RR N,S	952	2	h70-BL45-S5-W	F4	Rgt tfc runways 3,7.
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No sto.SW corner used by farmers.
" Kirkwood	L	4.8 NE;RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5W;riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW;hwy N	199	2	h60-BL4-S3	F2	Ctn-runwys humpy.
Otay, Wolfe's	P	1.2 SE	220	1	29	F1	Rgt tfc WNW.
Oxnard, Broome Ranch	L	8 SE	15	1	20	F4	Caution-ditch and p-line parallel SSE Strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W;hwy E	43	2	h45-BL4-S5-W	F4	
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	L	1.2 NW;hwy SW	215	2	30	F1	W blkd.E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5 E;dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N and NW.
Palo Alto	P	2 ENE;bay 1 E	5	2	h25-S5	F2	Ant. SSE;p-line S,WNW,2400' strip avail.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctr-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5 NE;hwy 1,5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W;rd S	168	1	26-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma		1.7 N;bet RR's					ABANDONED.
" -Sky Ranch	P	2.3 NE;rd NW	78	1	h21-*L1-S5	F2	
(PC) Pismo Beach-San Luis Obispo Co.	P	2.7 SSE;RR E	14	1	h23-S1	F1	
(PC)Pixley	L	1.2 SW;hwy E	260	1	h20-(S1)		
Placerville	L	1.5 ESE;hwy 1 N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW;hwy S	1850	1	40		Use strip. Pipe line each end-ruf. E end soft.
(PC) Point Arena-Hotel	L	2 NW;hwy E	80	1	13		Ruf.
Pomona		1.8 SSE;rd W					(REPORTED ABANDONED).
" Brackett	P	3 NW;hwys N,E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW;hwy 1 N	444	2	h60-BL4-S3	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Ganser	P	0.5 N;hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6 WSW;hwySE	1392	1	h40-L4-S1	F2	
Ravendale	L	0.2 N;RR SW	5260	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7 SSW;Crk N,S	354	2	h40-BL4-S1-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE;rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S.Ruf.
" -Sky Ranch	P	5 S;canal E,N	486	2	29-S5	F2	
Redlands	L	3 NE;RR E	1574	1	25		CLOSED. Rolling. flying over school.
Reedley, Great Western	P	5 N;RR W	381	1	22	F2	Rolling. Rgt tfc N,avoid
Rialto, Miro-Fontana	L	2.5 NW;crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S;hwy S	1100	1	h32-S5	F2	P-line ENE,WSW. Clsd Sundays -races
Rice	L	2.2 ESE;hwy N	832	2	h50		
Richgrove, Burum	L	1.3 WNW	466	1	14		P-line S,ant.E.Use at own risk.
Richvale	L	1.5 WNW;RR E	112	1	25		
" LaMalfa	L	3 ENE;hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5 SSW;hwy E	2300	2	26-L4-S1	F3	P-line ENE.
Rincon, Lazy H Sky Ranch	L	1.2 NW;rd E	890	1	15		Lgt acft only.Rolling.
Riverside, FlaBob	P	2.3 WNW;riv SE	760	2	37-L1-S5	F4	2000' pavement avail.
Riverside	P	4.5 WSW;RR W	780	2	32-*L4-S5	87	FEE for lgts. Rolling. Bcn on req.
Robbins, Lampson's	L	0.4 W;hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N;rd S	450	1	h18		Use rnwys.
Rosamond, Flying Bar Rch	L	2.5 WNW	2435	1	21-S3	F2	No storage
" White Oaks	L	19 WNW	4100	1	36		Mtns N.
Rosemead, Fletcher	P	1 NW;RR N	255	1	30-S1	F2	P-line NE. Rgt tfc NE.
Rutherford, Inglenook Rch	L	1.5 WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5 SSW;RR W	21	3	h60-BL4,6-S5-W	F4	
Sacramento, Branstetter							
" Capitol Sky Park	P	3.5 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hannam	L	8.6 SSE;hwy W					ABANDONED
" Jensen	L	4 SSW;RR W	20	1	17-S5	F3	Rgt tfc S.Unlgtd Ant. N Soft-wet. S blkd.
" Perkins		4.2 ESE;hwyNW					(ABANDONED)
" -Sky Ranch	P	4.6 SSE;hwy E	26	2	23-S5	F2	P-line S,NE.
(P)SALINAS	P	2.8 ESE;RR SW	84	3	h50-BL4-S5-W	F4	
San Ardo	L	0.6 NW;RR E	450	1	20		Use at own risk.
" #2	P	5.6 NW;RR NE	400	1	23		Caution-weeds. avail
San Bernardino	P	4.7 NNW;RR W	1455	4	h28-BL4-S5	F2	Hills N,S;p-line WSW.Rgt tfc N. 4600' strip
" Tri-City	P	3.3 SSE;riv N	1040'	3	32-BL4-S5	F3	P-lines S,SE. Rgt tfc E.S. 2700' of E/W Strip lgtd.
San Carlos-San Mateo County	P	1 NNE	6	2	h25-S4	F2	8' levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W;bays S,W	15	2	n87-BL4-S5-W	F4	P-line ESE.Rgt tfc runways 27,31. ARPT OF ENTRY.
(PC) " Montgomery	P	7 NNE;hwy W	417	2	h34-BL4-S5-U	F2	Rgt tfc rnways 5,10.
" Pike's	P	4.8 WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE;hwy E	383	2	h54-BL4-S5-U-W	F3	Rgt tfc ESE.
San Fernando	P	1.5 E;hwy 1 SW	1168	1	24-S1	F2	Rgt tfc to NNE, P-line NNE.
" Whiteman	P	2 SE;RR SW	1033	2	38	F4	P-lines NNE,SSW. Rgt tfc NNE.
(P)SAN FRANCISCO INT'N'L.	P	9 SSE;bay E	11	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley Dude Ranch	L	15.3 NE;rd S	630	1	25		Rd crosses strip. Tfc pat NE. Surd by mtns.
San Jose	P	3.4 E;rd W	114	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW;RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E;rd NW,SE	134	1	h27-L2-S1	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N;RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " -COUNTY	P	3 SSE;hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	P	1.5 WSW;RR N	540	2	21-S5	F2	Rgt tfc ENE. P-lines ESE.
" -Valley	P	1 W;RR N	550	2	20-S1	F2	Rgt tfc N.Caution weeds on strip.
San Mateo		2.2 ESE;hwy W					(ABANDONED)
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S;hwy N	54	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	8.1 W;RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25
Santa Cruz-Capitola	P	4.8 E;RR S					ABANDONED
" -Sky Park	P	5.3 N;hwy E	500	1	22-S5	F2	days only. Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1 SE;RR N	236	3	h33	F4	P-lines W,WNW. Rgt tfc E,ENE, ESE.
" Machado	P	2.2 N;riv N	230	1	27	F2	W blkd.
(PC)SANTA MARIA PUBLIC	P	4.2 SSW;hwy E	259	2	h57-BL4-S1-W	F3	
(P)Santa Monica	P	2.6 ESE;rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
Santa Paula	P	0.8 S;riv S	340	1	21-S1	F2	lgt tfc to S.91 oct avail on req.
" Harvey	L	1.7 E;riv S	290	1	19		CLOSED. Ctn-high weeds, ruf, E blkd.
Santa Rosa	L	2.8 NNW;hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW;RR 1 E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S;RR N	965	1	18-S1	F1	W blkd.hills S,E. Rgt tfc N.Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	
" Crawford	L	4.1 ES E;hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8 ESE;rds E,N	2150	1	53		1800' SSE end strip unusable wint mos-mrkd. Unattended.
Selma	L	2.3 E;rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E;RR E	425	3	h45-*L2,4-S1		Rgt tfc rnwys 12,16,25.
Shelter Cove	L	0.1 W;ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S;hwy W	1580	1	23		Mtns N. Rgt tfc N.
Silver Lake, 18, LAX-SLC		2.5 SSE;RR bed E					ABANDONED.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE;lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Solemint, 6 S Ranch	P	1 WNW;hwy S	1350	1	h26-S1	F2	E,W blkd. Clsd Suns-auto races.
(PC)Sonora, Columbia	P	3.4 NNW;hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
(P)STOCKTON	P	4 SSE;hwy E	28	3	h45-BL4,6-S5-W	F4	
" Oranges Bros.	P	5 N;RR E	23	1	h20-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	3	20	F2	Attd Oct-June. E end E/W Strip ruf.
Stratford, Jones Farms	L	1.1 NW;RR NE	200	1	16		
" Newton	L	2.7 SSW;hwyNW	192	1	h22-U		P-line NNW.
" Rowan	L	1.7 SE	200	1	19		
" Westlake Farms	L	6.1 SW;hwy W	200	1	15		
Strathmore, Trauger	P	1.1 NNE;RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunnyvale, Santa Clara Valley		2 NE;hwy S					ABANDONED
Susanville	P	6.5 SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft, Parker	L	15.6 ESE;hwy S	580	aw	h30		Cattle on fld. Ctn-weeds, loose sand.
" -Kern Co. #2	P	0.6 E;RR S	873	3	38-BL4-S3	F2	P-lines SW,WNW. Ctn-weeds on strip
" Tank Farm	L	21.5 ESE;hwyS	513	4	h30		E blkd. 7R-251

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM(122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Tehachapi-Kern Co. #4	L	0.8 NE;RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8 SW;hwy W	-117	2	h50-BL4-S1-W	F3	Use rnwys.
Three Rivers	L	2.2 NNE;riv S,W	850	1	20		SSE blkd.Soft when wet.
(PC)Torrance	P	3 SW;hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29,Twrs NE,NW.
(PC)Tracy	P	3.5 SSW;RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5 ESE;riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1 ESE;RR S	164	1	27		SSE blkd.Soft when wet.
(PC)Trinity Center	L	0.4 NNE;hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE;dry lk S	1716	1	60-BL2		Rolling.
Truckee, 16B, SFO-SLC		3.6 ENE;hwy S					ABANDONED.
Tulare	P	3.7 SSE;hwy W	270	1	21-S1	F2	
" Moore's	L	2.2 NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE;hwy SW	4048	1	35		
Turlock	L	4 WSW;RR SW	78	1	20		Edges Soft.
" Arpk	L	1.5 SSE;hwy 1 E	95	1	20		CLOSED-LEGALLY.
" -Municipal	L	9 E;hwy N,W	160	1	h33-S1	F2	
" Roe	L	7.8 S;riv S	100	1	19		NNW blkd.SE end soft.Rgt tfc SE.Rolling.
Twentynine Palms, Cones	P	1.5 ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
" "K"	L	11.3 W;hwy 1 S	2360	3	26		Ruf. 24,400 lbs.
➤ (P)UKIAH	P	1.5 S;RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N.Rnwy rstd to acft in excess
Upper Lake, Gravelly Valley USFS	L	20 N;lk 1 S	1900	2	44		NNE blkd:hills WNW.Deer on fld. Clsd Nov-Mar.Lnd NNE. WNW;take-off SSW, ENE.
" Polk	L	0.6 SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8 NE;hwy NW	65	1	23		INACTIVE.
Vallejo, Knight's		2.5 NNW;hwy SE				F2	ABANDONED
Valley Center, Schafer's	L	4 E;riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7 SE;RR NE	13	1	h24	F3	Rgt tfc SE.
Victorville, Circle M Ranch	L	7.3 SE	3000	1	34		P-line NNE.Unmrkd cable across N. end of rnwy.
" "66"		5.2 SSW;hwy W					ABANDONED
Vidal	L	1 SE;hwy SW	590	1	29		
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwy.
(PC)VISALIA	P	5 W;RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8 WNW;RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7 NNW;riv S	320	1	20		CLOSED.
" -Dinuba	L	8.5 NNW;RR 1 NE	310	1	h25		
Walnut Grove	P	2.4 SW;riv W	SL	1	26-S1	F2	
Warm Springs	L	2.3 SSE;RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4 W;hwy N	2875	1	35		
Wasco, Semi-Tropic	L	8.6 W;hwy N	300	2	h46		Ruf.
" -Kern County #5	L	2 NNW;rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6 NW;hwy S	160	2	h45-*L4-S5-W	F2	Bcn prior req.
Weaverville	L	1 SSE;hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE Strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8 NW;Sea adj	-152	2	51		CLOSED, xcpt on ofl bus.
Westwood	L	1.5 W;hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2 NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	P	1.3 NE;RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3 ENE;rd S	1356	1	18	(F2)	P-line W.Slippery when wet.Rgt tfc. strip 25.
Willows, Nolta's	L	4 N;hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S;RR W	90	1	20		Soft when wet.
" -Glenn County	P	1.3 WSW;hwy N	139	2	h45-B*L4-S5	F3	
(PC)Winters Flight Strip	L	7.5 ENE;hwy W	98	1	h60		
Woodland	L	3 SE;rd S,W	30	2	27		Soft when wet.
" Watts	P	5.5 W;hwy E	121	2	h27-*L1-S5	F2	P-line ESE.3400'strip avail.
Yermo, Calico Guest Ranch	L	0.5 NNE;RR S					ABANDONED
(PC)Yuba City, Sutter County	P	0.6 SE;riv E	58	1	h20-S5	F2	Rgt tfc Rnwy 35, 440' extension N.
Yucaipa, Lincoln	L	2.1 W;hwy SW	2350	2	22		P-line WSW.
Yucca Valley-Sky Corral	P	0.1 N;hwy S	3333	1	30-S5	F2	Caution-weeds
NEW AIRPORTS (or airports out of alphabetical alignment)							
South Belridge, Belridge	L	0.8 NNW;hwy E	575	1	38		
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
Stratford, Schwartz Farms	L	2 SE	195	1	25		
➤ Sunset Beach	P	2 E; Ocean S	30	2	19-S5	F2	6'fence end rnwy 24. P-line WSW.
➤ Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
COLORADO							
Akron, Ward	P	0.7N.	4660	1	28-*L4-S1	F2	
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E.Ruf.
(PC)ALAMOSA	P	2S;riv 1.5 NE	7535	2	h59-B*L4 S1-W	F3	Unlgtd 11200' overrun
" Kramer	P	3 WNW;RR N	7550	2	52-*L4-S5	F2	NE blkd.Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	27 SSW;hwy 15 N	7730	3	58		S blkd.
Boulder	P	3 ENE;bet RRs	5350	4	42-BL4-S3	F2	
Brush	L	27 ENE;hwys W	4280	3	35	F1	S,SSE,W blkd,Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5 W;RR S	4160	4	38-S1	F1	S,SE blkd;p-lines N,NE,NW.
Calhan	L	0.6 ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S.Cattle-fld.
(PC)Canon City, Fremont County	L	6.9 E;hwy N	5436	2	h54		
Center	L	65 WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE,E blkd.Ruf.Soft when wet.
Colorado Sprgs,Garden Rch.	L	5.5 NNE	6450	2	44		CLOSED-NOT MAINTAINED.
(AF) " PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S3-W	F4	
" Pine Valley		92 N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC)Craig	P	2 SE;riv N	6197	1	56- L2-S5	F1	Caution-ditch.Use strip.
Creede	L	2 SSE;hwy NW	8700	2	50		P-line NE.Use strips.
Crested Butte	L	0.8 SE	8800	1	27		
Del Norte	L	2.5 N	7900	3	60		Hills SW,W.Ravine S,N/S Strip rolling.
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd.Ctn-equip. on N edge, weeds.
(PC)Delta, Starr Nelson	L	4 E;RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10 NNW;hwy W	5550	3	39-*L1-S1	F2	P-lines S, SE.
" Sky Ranch	P	12S E; RR S	5478	3	41- L4-S5	F3	Rgt tfc strips 26,30,36.Ditch W.
[P] " STAPLETON	P	5 ENE;RR N	5331	5	h100-BL4-7-S5-W	F4	Rgt tfc rnwys 35,26L,26R, 30,21.Rdo rcvr rqrd.Land W numeral 26L.Acft avoid flgt vcnty jail lctd 4300' NE apch end rnwy 21.
Dove Creek	L	0.6 E;hwy W	7000	1	44	(F1)	P-line SW,
Dupont, Adams City		2.1 SSW;RR E					ABANDONED.
(PC) Durango	P	1 NE	6875	1	42		CLOSED.
(PC) " -LaPLATA	P	10.6 SE;riv NW	6684	1	h56-BL4-S3	F3	SW end soft, ruf.
Eads	L	1.3 WSW;RR N	4250	2	35		
" Freeman	L	10 SSE;hwy W	3950	4	35		P-lines S,SSW,W,NNW.
Eagle, 76, LAX-DEN	P	4.5 WSW; RR W.	6539	1	51-BL2-W	F4	
Eaton, Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E;dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S;hwy N	4975	3	40-*L4-(S3)	(F1)	E,SE blkd.
(PC)Ft, Collins, Christman	P	4 WNW	5160	2	39-BL2-S5	F3	Use strips.
Ft, Morgan, Young	P	6 N	4550	3	52- L1-S1	F1	Sign SE.
Clendevey, Skyglen	L	6 N;riv E	8000	1	68		Surd by mtns.Peake either side S apch Caution-holes.
Glenwood Springs	L	2 S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd,Cattle on fld.
(PC)Granby	L	1 ENE;RR S	8203	1	40		
(P)GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC)GREELEY	P	3.5 E;rd S	4645	3	50-BL4-S5	F2	
(PC)CUNNISON-County	P	1.2 SSW;RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6,17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
" Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
➤ Holly, Romer	L	1.5 SSE;riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld Ruf. Emerg only.
Holyoke		1.6 ESE;hwy N					ABANDONED
(PC) Hugo	L	1.5 NW;hwy W	5128	3	40		
Julesburg	P	2.4SW;RRN	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip.Ruf.
Kim, Sammons Ranch	L	10 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	L	0.9 E;hwy N	7411	1	h55		
(P)LA JUNTA	P	4.5 NNE;hwy W	4238	3	h63-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd;p-lines SW,W.Ruf.
Las Animas	L	1.4 S;hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE;hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5616	1	26-*L	F1	N blkd,Rolling.Land,take-off N.
(PC)Longmont	L	2.9 W;hwy S	5047	3	44-B*L4-S5-U		
(PC)Loveland	P	2 WNW;hwy S.	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E;riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E;hwy 1 E	7750	3	42		INACTIVE, NE/SW Strip rolling.
➤ Monte Vista		3.5 W;hwy NE					ABANDONED
" SAN LUIS VALLEY	P	6E;hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC)MONTROSE COUNTY	P	1.5 NNW;hwy S,W	5758	2	h56-BL4-S5	F1	P-line SW,NE/SW Strip soft when wet.

F-fuel octane. ➤New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
New Raymer	L	0.5 SE;RR N	4778	3	29		CLOSED.
Norwood	L	3 NE;riv E	7000	1	27		Rolling.
Nucla	P	2.3 SSW;riv 1 S	5910	2	50-(S1)	(F1)	
Ordway-#1	L	0.9 S;RR N	4300	3	39		Poor drainage, dangerous.
(PC) " -#2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW;RR NW	6000	1	30-S1		Soft when wet.
(AF)PUEBLO-#1		2.1 SW;hwy S					ABANDONED
(P)Pueblo Memorial	P	7 ENE; hwy S	4725	2	h65-BL4-S3-W	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" -Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE,S blkd.
Rifle	P	3.3 E;riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8 SSW;canal N	4390	2	28		P-lines NW;hill SE.
Saguache	L	2 WNW;hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W;RR S	7484	1	38-(S5)	(F1)	Ruf.Steep grade on W.
" Frantzhurst		3 WNW					REPORTED ABANDONED.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7710	4	74	F1	Soft, ruf.
Sanford		1.5 W					ABANDONED.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N;hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	2.5 NNW;hwy NE	6920	2	34		Unsafe when wet
(PC)Sterling-Logan County	P	2.8 W;RR S	4037	2	h47-S5	F3	P-line NE,Ditch S.
Stratton	L	1.3 NE;hwy S	4400	1	33		SE blkd;p-lines NW.
(P)TRINIDAD	P	105 ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use rnwys.
" Newcombs Ranch	L	20E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U.S. Vanadium	L	2.9 NE	5850	1	60		
(PC)Walden-Jackson County	L	1.5 NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable.Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N;RR, hwy S	3950	3	29-(S1)	(F1)	P-line SE,S.Ruf.
Watkins, Craig	L	6.2 W;hwy S	5500	2	26		S blkd;p-line W.Rolling.
" East Colfax	P	2.7 WSW;hwy N	5650	2	30-S1	F2	P-lines N, NW.Ruf.
Wray	P	1.2 NNW;hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S.
Yuma	P	1.4 SSE;hwy N	4150	3	34-S1	F1	SE, S, SW blkd;p-line NW.Rgt tfc N, NE, SE
NEW AIRPORTS (or airports out of alphabetical alignment)							
Vernon, Dickson	L	5 SW	3950	1	45	F1	P-lines S.
CONNECTICUT							
Ansonia	P	1.6 ENE	440	1	18-S5	F2	
Bethany	P	1.3 N	680	1	28-S1	F2	500' N end slopes sharply.
(P)BRIDGEPORT	P	3.5 ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj N.E.
Bristol	L	1.9 SE;RR N	255	1	18		Ruf.
(PC)Danbury	P	2.5 SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E.Hartford, Rentschler	P	1.5 SSE	45	4	h58-L4-S5	F4	Code bcn.VFR flgt test operns dlys all alts in 75 mi radius. 2-way rdo rqrd.
Essex, Doane	P	1.2 SW;RR E	30	2	19-S5-U	F1	
(PC)GROTON, Trumbull	P	2.8 SE;RR NW	10	3	h50-BL4-S5-W	F3	P-line NW.
Hartford, Brainard	P	2.8 SE;riv E	18	3	h47-BL2,3,4-S5-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall.FEE Rnwy 15-33 perm clsd.
Madison, Griswold	P	2 ESE;RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4 SW;RR E	102	1	35-BL2-S5	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC)NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
Pachaug	L	1.4 E	204	1	23-*L4-S3	F1	No storage.
Simsbury	P	2.6 NNE;RR W	210	2	18-S5-U	F3	
S. Woodstock, DeFlorez	L	1.2 SSE;hwy W	465	2	18-(S3)	(F1)	Atnd week-ends only. No storage. Permanently closed.
Torrington, Tor-Win	L	5.3 N	1260	2	21		
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7 NNW;RR 1 E	843	2	20-S5	F1	
Waterford, New London	P	1.7 N;hwy N	60	2	19-*L4-S5-U	F3	SE blkd, Ridge NW
(PC)WILLIMANTIC, Windham	P	2.7 NE;hwy SE	244	3	h43-S3-U	F2	Dike NE.
(NG)WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h63-BL4,5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CONNECTICUT							
DELAWARE							
Bridgeville	L	1.7 SE;hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	L	2.2 N	37	3	24		P-line SW.
" Sunglo		1.3 S;hwy W					ABANDONED
(PC)Georgetown, Sussex Co.	P	1.5 SE;RR N,E	51	3	h50		Unicom 0800-1700
Harrington	L	1.5 E;hwy S	50	1	28-*L1	F1	E, W, WSW blkd.
Hartley, Lasch	L	0.8 WNW;rd NE	70	1	15		SE blkd.
Laurel	L	1.5 SW;hwy S	30	3	21		Unattended
Milford	P	1.1 NNW;hwy E	35	2	24-*L4-S5	F3	ESE blkd
New Castle, Bellanca	P	1.5 W;hwy N	30	3	h25-S5-U	F2	3600'strip avail. turf ext each end
" Biggs	L	1 NW;RR E	60	3	21		ENE/WSW strip.Rgt tfc NE.Strips soft-wet. SE blkd;p-line NE.Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W;hwy N	28	4	38-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	L	3 SSE;hwy E	50	1	16		
" Lakeside	L	1 S;hwy E	45	1	18		S blkd. Wilmington Co. twr, Phila rdo only.
Wilmington, Du Pont	P	3 WNW;hwy S	185	2	29-BL2,4-S5-U	F2	SSW blkd, Lgts to 2300 prior req etc New
(AF,NG) " NEW CASTLE CO.	P	4.8 SSW;hwy SE	79	4	h71-BL4,5,6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W;rd SE	45	1	21-S3	F1	WNW blkd;p-line ESE, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	P	22 S of Monument	16	4	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd.FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet.
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N;hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE;rd S	3	1	19		S blkd Sandy.
(PC)Apalachicola	P	2 W;bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE;rd W	60	4	33		
Astor Park, Sellers Lake	L	1.5 WSW;lk N					ABANDONED.
Atlantic Beach, Bull	P	1 NW;ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W;hwy N	156	4	h40-S1	F1	P-line NW.Use rnwys.
(P)Bartow	L	5.5 NE;RR NW	124	3	h50-B*L4		AF primary contr school.Intensive student trng within 20 mi radius 0700-2400,Mon.-Fri.No ATC inter-phone. CLOSED CIVIL ACFT.
Belle Glade-State	P	1 NNE;hwy W	17	2	24-S5	F1	W blkd.Soft when wet.
(PC)Boca Raton	Airport now Air Force Installation.						
Bradenton	P	1 SW;hwy E	22	2	34-S5-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW;RR E	70	3	h70-S5	F1	Use rnwys.
(PC)Bunnell	L	3.5 E;lk SW	34	4	h50		Cattle on fld.Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W;hwy 1 S	20	1	h40		Use rnwy.
(PC)Cedar Key, Lewis	L	1 W;gulf W	7	1	h24		Tower S.Use rnwy. Unattended.
Chipley	L	1.8 SE;RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30-S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W;hwy N	20	2	h30-L4-S5-U	F2	Use rnwy.
Cocoa	P	2.1 ESE;riv E	4	1	43-BL4-S5	F1	
Crestview	L	2.5 N;RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E;RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE;hwy W	7	1	30		
(P)DAYTONA BEACH	P	2.8 SW;hwy N	34	4	h50-BL1,6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	L	5 E;hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW;hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW;bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC) Fernandina Beach	P	4 S;riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC)Ft. Lauderdale	L	6 NNW;RR SE	14	4	h40		Caution-not maintained,Use rnwys.
" Bradley	P	2.8 N;RR W	9	1	h26-S5	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW;RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY.Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE;RR E	19	3	27-B-S5	F1	N, NW blkd;p-line W.Caution-wet.
" Angle		2.2 NW					ABANDONED.
(PC) " St. Lucie County	P	3.5 NW;RR E	24	4	h50-S5	F3	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F3	Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Gainesville, Stengel	P	4 WSW; lk E, W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		P-line N.
Haines City	P	1 NW	175	2	20-S1	F1	Use E, W strip only in strong winds.
Hawthorne	L	1.5 SSE; RR W	120	2	20		CLOSED, NE, S, SW blkd.
Hollywood	L	1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5	F4	Use rnwys.
(PC) Holopaw	L	2.2 E; hwy S	70	1	26		
Homestead	P	1.6 NE; RR W	8	2	28-S3	F1	NE, SW blkd; p-line NW. Rgt tfc E.
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3 ENE; RR W	20	3	h50-BL2, 4		
(P) Jacksonville, Craig	P	9 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6.3 N; RR W	52	4	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
" Mile Branch	P	11 SW	62	2	18-(S3)	F1	No sto, Minor acft eng rprs wk-ends.
► (PC) Keystone Hgts, Keystone	P	4.5 NNW; RR W	196	3	h50-S3	F2	Use rnwys. Cattle-fld.
► (P) KEY WEST, International	P	2.3 E; ocean S	4	4	39-*L-S3	F3	ARPT OF ENTRY. FEE. Use rnwys.
(PC) Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
► (PC) Lake City	P	3.7 ESE; hwy N	202	4	h68-S3	F1	Use rnwys.
(PC) LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng Ctn-entering active rnwy. Use rnwy.
► (PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail. after 2400.
" Skyland		1.9 WNW; RR S					ABANDONED
(PC) Lake Wales	P	2.3 WSW; RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC) Leesburg	P	4 ENE; lk SE, NW	67	2	h50-BL2-S5	F1	Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
► (P) MARIANNA, Graham Airbase	P	5 NE; hwy E	112	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo req. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW; RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	20-S5	F3	acft higher than 600h.p. prohibited
(AF) " -INTERNATIONAL	P	5 NW; canal NE	9	4	h94-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo rqrd. FOR CLEAR BASE. Non-sked exec and nvt acft use 20th St. Term. ramp. No storage. Use rnwys.
" Tamiami	P	9 W; canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S, W blkd.
Minneola, Kerlin	L	0.5 NE; hwy W	100	2	16		Unattended.
Monticello	L	1.5 SW; hwy E	226	2	25		
► (PC) Naples-America	P	2 NE; RR E	8	2	h50-BL4-S5	F3	Use rnwys.
(PC) New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys. Rnwys.
► (PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use
(PC) Okeechobee-County	L	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
► (AF) ORLANDO	P	2.5 E; lk S	115	5	h55-BL4, 6-S5-W	F4	
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5	F1	E blkd.
(PC) Ormond, Tomoka	L	3.5 WNW; RR N	29	4	h40		CLOSED. Ctn-not maintd. Rnwy 4-22 DANGEROUS-ditch in pavement. Cattle on fld. Use rnwys.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC) Palatka, Larkin	P	3 NW; RR N, S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park	P	3.5 NNE; hwy E	24	1	20-S5	F2	
(PC) " FANNIN	P	3 NNW; bay NW	14	2	h49-L4-S5-W	F4	Rnwy lgts avail until 2130. Use rnwy.
" Skyland	P	0.2 W; RR N E	12	1	19-35	F2	P-lines N, S. N end soft. Rgt tfc S.
► (P) PENSACOLA	P	4 NNE; bay E	121	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2 S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC) Plant City	L	2.5 SW; RR SE	154	1	h42		Washes near edges of rnwy. Use rnwy.
" Robinson	P	1.5 WSW; RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
► (PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-S3	F4	Use rnwys.
(PC) Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
► (PC) St. Augustine, Fairchild-St. Augustine	P	2 NE; hwy S	10	3	h40	F3	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) "PINELLAS CO. INTNL.	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG) St. Petersburg Whitted/CGAS	P	2.5 E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC) " -BRADENTON	P	3.5 NNW; RR E	24	4	h50-BL4, 6-S5-U-W	F4	
Sebring		2.8 SW; lk NE					ABANDONED.
(PC) " Air Terminal	P	6.5 ESE; RR 2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
► Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC) Stuart, Witham	P	1.5 SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9 NNW; riv NW	250	2	26-S3	F1	Surrounded by trees.
(P) " DALE MABRY	P	3 W; RR S	70	3	h52-BL4, 5-S5-W	F4	Use rnwys only. W blkd.
(PC) Tampa, Hillsborough County	L	7 NNE; riv 15 S	67	3	h50		CLOSED-LEGALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P) " -INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5, 6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg INACTIVE. N, NW; hwy tfc S
Tarpon Springs	L	2 WNW; gulf W	12	2	20		
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC) Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
" -State	L	0.5 SE; hwy W					ABANDONED.
(P) VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Warrington, Bayou	L	3.2 WSW					ABANDONED
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P) West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC) Williston	L	2.2 SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	P	1.5 ESE; RR NW	92	3	h55-*L-S1	F1	Ben prior req/circling. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
► Labelle Mun	L	1 S	18	2	24		P-line N. Unattended. NE/SW unusable.
GEORGIA							
Abbeville	L	0.8 S; hwy E	260	1	16		CLOSED-NOT MAINTAINED.
Adel, Cook County	L	1.3 W; hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
► (P) ALBANY	P	4 SW; hwy SE	196	3	h49-BL4-S1-W	F3	Use rnwys. P-line W, E/W rnwy clsd
" Pine Knoll Lodge	L	11.5 WSW; RR S	196	2	30		SW blkd. Ngts air carriers
(P) Alma, 43, MIA-ATL	P	2.5 W; RR N	200	2	43-BL2		P-line NW.
(PC) Americus, Souther	P	4 NE; RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC) ATHENS	P	3.5 E	807	2	h49-B*L4-S-W	F2	Use Rnwys.
(P) ATLANTA	P	8 S; RR N	1024	5	h78-BL4, 6, 7-S5-W	F4	FEE. Clsd HB, VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3 W; riv NW	820	3	h44-BL4-S5	F4	
(P) AUGUSTA, Bush	P	7.3 SSE; riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W; RR S	424	3	h41-BL4-S3	F4	Embank. W. Use rnwys. N/S rnwy clsd.
(P) Bainbridge	L	6.5 NNW; hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy.
(PC) " Commodore Decatur	L	2 WNW; hwy ENE	103	2	h40-BL4		Use rnwys. Clsd wk ends, holidays
(PC) Blakely, Early County	L	2 SSE; hwys NE	260	2	20		Soft when wet. xcpt prior approval.
(PC) Brunswick	P	2 NNE; RR W	14	2	h23-B*L4-S1	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-35-W	F4	Use rnwys.
(PC) Butler, 14, TLH-ATL	P	0.5 NW; RR S	667	2	32-BL2		S blkd; p-line SW.
(PC) Cairo-Grady County	L	3.3 ENE; hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC) Camilla	L	2.2 WSW; hwy N	180	2	30		E blkd. Use center of strips.
(PC) Carrollton	L	2.3 NE; hwy E	1049	1	23-*L	(F1)	P-line NNE.
Cedartown, Waters	L	1.2 W; hwy E	798	2	26		P-line E. Soft when wet.
Cochran	P	5 NE; riv E	324	2	21-B*L2, 4-S5	F1	
" Red Dog		6.2 NW; hwy 1, 5 E					ABANDONED
(P) Columbus	P	1.5 SSE; riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys.
Commerce	L	1.8 E; hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1 S; hwy E	750	1	20		P-line N. Ruf.
(PC) Cordele	L	1.8 NNE; RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW; RR's E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4 NNW; lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7 ESE; riv NE	700	2	21		INACTIVE.
" Mountain View	P	2 NW; hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC) Darien, Edenfield	L	3.5 N; hwy NE	30	1	30		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ►New or revised Data. U-UNICOM (122.8 mc). (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
Dawson, Terrell County	L	2.5 SE;hwy N	353	1	26		INACTIVE.Lgt acft only.Rolling.Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE,SW,NW blkd.Light aircraft only.
(PC) Douglas S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-BL4-S5	F1	Use rnwys-holes adjacent.
Elberton		2 SE;hwys N,W					ABANDONED
Ellaville, Gill's	L	1 E;hwy N	565	1	16		INACTIVE,N blkd.Land to S to N. Take-off N to S.
Fitzgerald	L	2 SSW;RR W,E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W,E	1277	2	h40-BL2,4,5,6-S1	F3	Use rnwys.
Griffin-Spalding	P	1.5 S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW;hwy NE	185	1	h40		Use caution.Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S1-W	F1	
(PC)Lake Park	L	1 SSW	220	2	h47		CLOSED.N,SW blkd;p-line S.
Lawrenceville, Wages	L	1.8 N;hwy E	1075	1	13		CLOSED.P-line E.Light acft only.
(PC)Leesburg, Lee County		2.2 SW					ABANDONED HAZARDOUS.
← Lithonia, Gunn	L	3.3 WNW;hwy S	960	1	h21-(S3)	(F1)	Hill W.Rolling.
Louisville, Port Maybe	L	4 N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4,6-(S3)-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N,W blkd.Lgt acft only.Soft when wet.
(P) " Smart	P	4 ESE;hwy E,W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd;p-line NE.Do not lnd SW end of NE/SW strip.Lumber stacks E side of SSE end of NNW/SSE Strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd;p-line NW.Soft,slick wet.No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW;RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd.Apchs hazardous.Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE,ESE,S,WSW blkd. Use only if familiar with field.Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE,WSW blkd.
Montezuma	L	1.5 E;RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E,W	287	3	h43-L4-S1-W	F1	Clear Jr.bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-B		AF basic contr. school-student.trng 25 mi radius.Lmtd svce facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd.Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE.Soft when wet.P-lines E,SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf.Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
Rossville		0.6 W;rd S					ABANDONED
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE.Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd.Ruf,rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd.No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h84-BL4,6-S5-W	F4	Use rnwys.Rnwy 14-32 clsd.
Smithville, North Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE.E/W Strip clsd-p-line W end.
(PC)S. Newport, Harris Neck	L	8 E;riv N	22	3	h53		Use rnwys.Stock on fld.
(PC)Statesboro	L	3.8 NE;hwy W	180	3	h53		S blkd;twr W.Use rnwys.
Stockbridge, Bellah	L	4 ENE;dam'SE	750	aw	21		Unattended.
(PC)Swainsboro, Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE.E blkd.Cattle on fld.Deep gully W end.Lgt acft only.Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE.Ruf.
(PC)Sylvania, 6, ACS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	775	2	30-(S1)		HAZARDOUS when wet.Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
← (PC) " Rose City	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3 N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3,9,15. Use rnwys.
(PC)Toccoa, LeTourneau	L	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E,NNE blkd;p-line SSW.UNICOM-req. Servcg. fuel on call.
(P)VALDOSTA	P	3.7 S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.
(PC)Vidalia	P	3.2 SE;RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19-S1	F1	Rolling.
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE.WNW blkd.Slick when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)WAYCROSS-Ware County	P	3.5 NW;RR 15 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE;RR S	943	2	h46-BL4		Unlgtd obstns SE,SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wadley, Foster	L	3 E	250	1	30		
Chipley, Gardens	P	2S	904	1	31	(F1)	
IDAHO							
Aberdeen	L	2.7 SW;canal E	4460	2	26		Soft when wet.
" Vanderford	L	3.3 NW;canal E	4440	2	24		Ctn-ditches,weeds,rolling.Soft-wet.
American Falls	L	2 NE;RR NW	4404	1	38		Ctn-weeds,Ridge of dirt SE edge.
AndersonDam, Benne't	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2 SW;hwy NNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1 WNW;riv NE	5300	2	50		Soft when wet.
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY.Cattle-fld.Soft-wet.
Ashton, Anderson	L	5.8 ESE;riv N	5520	1	22		Ruf.Soft when wet.
Atomic City, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY.Cattle-fld.Soft-wet.
" Cox's Well	L	26.6 SW	5120	1	26		Cattle-fld.Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY.Cattle-fld.Soft-wet.
" Midway	L	0.7 N;hwy SW	5000	2	h21		500' extension NE/SW Strip ruf.
Bancroft	L	1.2 E;RR SW	5425	1	28		E 500' unusable-rock pile.Soft-wet.
Bernard USFS	L	195 W of Forney	3710	1	19		CLSD WINT.Land to N;take-off S.
Big Creek USFS	L	0.2 NNE;rd NW	5750	1	13		DANGEROUS.Land to SSW.Take-off NNE.Fence SSW.Skis Winters.
Big Springs USFS	L	1.1 WNW;RR SE	6350	2	27		Skis winter.Soft when wet.
(PC)Blackfoot	P	1.5 N;riv NW	4488	1	h30	F2	
← Boise	-	1.8 WNW;riv W		1			ABANDONED
(NG) " AIR TERMINAL	P	4.5 SSW;RR 2 W	2858	4	h80-BL4,5,6-S5-W	F4	Non-rdo equipd acft use Rnwys 28R,10L only when tfc NW or SE,making left pat. on Rnwy 10L,Rgt tfc Rnwy 28R.
" Bradley	P	3.3 WNW;riv NE	2637	1	30-L4-S5-U	F3	Stay S of river.Rgt tfc SE.
" Floating Feather	L	7.5 NW;riv 15 S	2675	1	39-(S5)	(F2)	Rolling.No storage.
" Major	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river.Rgt tfc WNW.No storage.WNW end soft.
(PC)Bonners Ferry. Boundary County	L	1.9 NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf,undulating.
Bruce Meadows USFS	L	23.5 NW;Stanley	6404	1	19		Land S;take-off N.Cattle-fld.Skis Wint. S end wet.
(PC)Buhl	P	1.8 W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3 ENE;riv NE	4150	3	h41-BL4-S5-W	F3	P-line WNW.Ctn-train,sign SW.
Calder	L	0.3 SSE;riv N	2190	1	12		DANGER-SHORT FLD.CLSD WINTER. Cattle on fld.
(PC)Caldwell	P	1.3 W;RR,hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5 NW,Stanley	6635	3	40		Open June-November.ESE blkd.
(PC)Carey,Coats		0.2 W;riv SW					ABANDONED
← Cascade	L	2 SE;riv NW	4239	1	34		Skis winter.Rgt tfc NW.Cattle on fld.
Cayuse Creek USFS	L	36 SE NE Pierce	3770	1	20		CLSD WINT.Land to SW;take-off NE.
Centerville	L	0.9 NNE;crk E	4000	1	15		Ctn-2'gully across strip approx 700' from SW end.CLOSED WINTER.
(PC)Challis	L	1.2 NNE;hwy E	5085	3	41		Hill SW.Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger.Hill NNW;ridge SSE.Skis winter.E/W Strip unusable.
(P)COEUR D'ALENE, Air Terminal	P	6.3 NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE Big Crk	6705	1	18		EMERG ONLY.Skis winter.Danger ruf,rolling.Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters.Rgt tfc S.Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd.Soft off gravel when wet.
(PC)Council	L	1.5 NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4 NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5 N; canal S	4100	1	24		N 150' width unusable.Ruf,rolling.
Dixie R.S., Dixie USFS	L	05 S;jct rd,crk	5200	1	36		Maintd June to Nov.Land to N;take-off S.Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd.Rolling.
(PC)Driggs, Teton Peaks	L	0.9 NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS,23,SLC-GTF	P	0.8 SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	5040	1	14		Rolling.Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only.Ruf.Soft when wet.
Elk River	L	0.4 NE;RR S	2850	1	26-*L1		P-line S.Skis Nov to April.Ngt lndgs S.Soft when wet.
(PC)Emmett	L	2.6 SW;RR NW	2359	1	24		Use strip.Soft when wet.
Fairfield, Camas County	L	0.4 S;RR,hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW,SE blkd

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
Fish Lake USFS	L	365 ESE Pierce	5800	1	29		
Garden Valley	L	1.3 W;riv SW	3000	1	23		CLOSED-ditch across strip.
(PC)Glenns Ferry	L	1.3 WSW;riv S	2536	1	32		
(P)Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F3	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter, weeds. Cattle-fld. Soft off gravel when wet.
Grandview	L	0.7 ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)Hailey, Friedman	P	1.1 SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Hill City, Tracy	L	1.7 SW;hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1 NW;riv NE	2300	1	14		Ctn-brush on strip. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW; take-off to SW.
Horse Heaven	L	9.5 SE Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5 SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-off to SW. Open May-November.
(P)IDAHO FALLS	P	2 NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15 SE Stibnite	4662	1	23		Land NE; take-off SW. Holes SW end. Poor approaches.
Island Park, Last Chance	L	4.4 WSW;riv W	6160	1	30		S 500' usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam Rd	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28		Ruf. Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-BL2-S5	F2	Field lights unreliable. Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft when wet. Ruf.
(PC)Kooskia	L	0.7 S;riv W	1265	1	19		P-line E. Hill NNW.
Krassel USFS	L	11 W Yellowpine	3852	1	13		CLOSED. DANGEROUS.
Lake, Flying R	SEE : HENRYS LAKE, FLYING R (under new airports)						
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd; hill SSW.
Leadore	L	0.5 S;hwy NE	5990	2	41		S end NNE/SSW strip soft. Use strips. DANGEROUS-Rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8 CE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5 ESE Belmont;bet Crks	2990	1	28		Open June-October.
Mahoney Creek USFS	L	23 ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW; take-off NE.
Malad City	P	2.6 WSW;hwy SE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S Strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5 ENE;riv SW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct, avail in town.
Melba	L	5.8 WNW;riv SW	2775	1	h21		INACTIVE-DANGEROUS.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6 NNE;hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5 NNE Red Riv Hot Springs	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch watch for tfc. Open Apr-Nov. NE, SW blkd; p-line NNE. Cattle-fld.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8 W;RR NE	3161	1	38		4800'x2500' aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5 E;hwy NW	2535	3	28-S5	F2	WSW blkd; p-line ENE.
New Meadows	L	0.5 N;hwy S E	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3 NW;riv NE	1003	1	27-S5	F3	Use ctn. Ridge WNW. ESE. Rgt tfc lndg SE. Ruf.
Paris, Bear Lake County	L	3.3 ENE;rd S	5928	2	h57-B		Caution-fowl on field.
Parma	L	0.6 SSE;RR NW	2225	1	26		P-line NW. Rgt tfc to S.
Patterson, Ima Mines	L	0.8 S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks
Payette	P	2 NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
Pingree, Leach		3.2 E;riv E					ABANDONED.
(P)POCATELLO, Phillips	P	8.1 WNW	4448	3	h83-BL4,6-S3-W	F4	Ctc Pocatello twr for take-off and lndgs.
(PC)Preston	P	1.5 NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-L4	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S Strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7 S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3 NE;riv WNW	1800	1	25		NNE blkd; mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19 N E Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N, Canyon to S. Soft-wet.
Rupert, Brockie	L	9 ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1 SSE;RR NW	4966	1	39-S5	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2 NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv I W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" -River	P	1.2 S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet
(PC)Sandpoint	P	1.5 NNW;RR W	2126	1	h32-L4-S1	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper flyers only. One way apch. Cattle-fld. Watch for tfc.
Shoshone, Andrew		2.5 E;hwy N					ABANDONED.
" Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3 SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW Strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf.
Spirit Lake	L	0.7 W;RR NE	2500	1	22		Hills NW, SE. Ctn-debris; rd crosses strip. Cattle-fld.
Springfield, Wilcox	L	9.3 NNW	4700	1	20		EMERG ONLY. Cattle on fld. Soft when wet. Ruf.
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		CLOSED. Lnd SW; tk-off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulohur Creek Ranch, Sulphur Creek	L	0.2 ENE	6550	1	30		1000' ENE soft-wet. When wind permits Lnd upstream WSW; tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10 WSW;riv SW	6500	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3 SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct, avail in emerg, or prior req.
Victor	L	0.8 SE;crk SW	6240	1	31		INACTIVE. Use ctn-not maintd SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8 S;riv W	2120	2	34-S3	F2	Soft when wet.
Wilder	L	0.8 NE;hwy W	2550	1	19		P-line NNW. Clsd.
Yellow Pine, Reed Ranch	L	12 WSW	6000	1	21		Skis winter. Ridge S, W. Cattle-fld.
" USFS	L	1 W;riv E	6677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Henrys Lake, Flying R	L	2.8 SE, hwy E, SE	6630	1	30		Downdrafts when E winds. Mtn ENE. Cattle on field.
ILLINOIS							
Alexander, Negus	L	2.8 WNW;RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E;hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW;hwy E	750	2	22-S3	F2	No storage E blkd.
(N)Arlington Heights, Arlington	P	2 SSW					ABANDONED.
Aurora	P	2.7 NNW;RR E	701	2	h28-U	F3	N, S, W blkd
Beardstown, Hood	L	2.1 SE;hwy E	440	1	18-(S3)	(F2)	
Bensonville, Sky Haven		1.5 SE;RR W					ABANDONED
Benton	L	1.5 NW	445	2	26	(F2)	Unattended.
(PC)BLOOMINGTON	P	3.3 E;hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Island, Chicago Howell	SEE: Chicago-Howell Arpt.						
Blue Mound, McCov	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE;RRW	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC) CAIRO	P	4.5 NNW;RR E	322	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5 NNW;RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale, Murdale	P	4 NNW	408	3	h27-BL4-S5-U-W	F3	4200' strip avail.
Carlinville		1.4 E;hwy S					ABANDONED
Carmi	L	1.1 NE;RR S	390	1	28		ABANDONED
Casey	P	0.8 NW;rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town. /wet.
Centralia	P	1.5 ESE;rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft-
Champaign	P	2 NNW;hwy SW	753	3	28-*L-S5	F3	S, NW blkd; p-line W
(PC) " UNIV. OF ILLINOIS	P	5.5 SSW;RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Charleston	L	1.3 SW;RR 1 NW	690	2	26		Unattended
Chatsworth		1 S bet hwy, RR					ABANDONED
Cherry Valley, Franklyn	P	1 E	750	3	33-S5	F3	NE,S blkd;p-line N.
Chicago, Elmhurst	P	17 WNW;hwy S	709	4	30-L4-S1	F3	SW blkd. Ant.S, twr E. Rgt tfc all tk-offs & lndgs N/S, NE/SW rnwys.
" -Hammond	P	24.6 SSE of Loop	615	4	32-B-S5-U	F4	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips Soft when wet.
" -Howell	P	19.1 SSW	600	4	26-S5	F4	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY
" Stinson	P	13.1 WSW;quarry S	646	3	9?-S5	F2	Banks SE, S.Soft-wet.Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	Sunrise to 2200.Rgt tfc N,FEE,2-way rdo
(AF,NG) " O'Hare-Chicago Intnl	P	16 NW;riv 2 E	657	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts. rqrd lgts.
" Pal-Waukee	P	21 NW;RR W	642	4	h29-BL4-S5	F4	No 91 Octane
Chicago Heights Governor's	P	5 WSW;hwy E	750	2	29-S5	F3	E blkd.Rolling.
Clinton	L	4.8 NE;crk N	720	2	15		
Compton, Bresson	P	5 N;hwy E,S	800	1	26-S3-U	F2	S blkd.No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S;hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5 SW;hwy E	650	2	18-*L4		
Danville		2.4 SSW;hwy W					ABANDONED.
" Vermilion		4 E;hwy S, RR N					ABANDONED
(PC) " VERMILION COUNTY	P	4.8 NNE;RR E	687	3	h40-B*L4-S5-W-U	F3	Use rnwys.
(PC) DECATUR	P	4 E;RR S	679	3	h53-BL4-S1-U-W	F3	
" -Aviation Company	L	4 NW	678	1	25		P-lines S,W,SW.Rolling.
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5 SW;RR N	650	4	18-S5	F3	Rgt tfc S,SE,W,SW. P-line SE. Rolling
Dixon	P	1.9 ESE;RR S	786	1	h28-S5-U	F2	Code bcn.
► East St. Louis, Lakeside	P	7 NNE;lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW;RR SE	410	2	26-*L2-U		Rgt tfc take-off E,S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6 S;RR W	585	2	30-S1	F2	S blkd.Road crosses E/W Strip.
Elgin	P	2.3 N;riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Flora	L	0.8 SW;RR N					ABANDONED
Freeport, Albertus	P	3.5 SE; RR S	840	3	h23-S5-U	F2	S blkd.
" Hillcrest		4 ENE;riv 1 S					ABANDONED.
Galesburg	P	1.7 NW;hwy E	788	2	h27-B*L2,4-S5	F3	P-line E.Rgt tfc take-off SE.
" Munson	L	5 SW;RR N	780	2	21		ABANDONED
Gillespie	L	1 W;RR S					ABANDONED
Gilman	P	1.2 NNE;RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6 NE;RR E, W	499	1	26		Unattended.
Glenview, Pal-Waukee	SEE: Chicago, Pal-Waukee Arpt.						
Graymont, Carroll		1.5 E;RR N					ABANDONED
►(PC) Harrisburg-Raleigh	P	5.2 N;hwy E	395	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail.
Harvard, Dacy	L	0.8 SW	930	1	24		Use when wet.Lgts oper by elec. ear.
Harvey, Rubinkam	P	3 WSW;hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E;hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6 NE;hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE;lk E	625	1	24		N,S blkd.
Hinsdale, Chicago Hinsdale	SEE: Chicago-Hinsdale Arpt.						
Jacksonville		3.3 S;hwy E					ABANDONED.
(PC) " Mun	P	2.7 N;hwy E	623	3	32-BL4-S5-U	F2	
Johnsburg	L	0.4 SSW;riv S	740	1	19		Rgt tfc.Antenna NE.
(P) Joliet	P	5 W;riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S;hwy W	640	1	25-(S3)	(F2)	P-line W.Soft when wet.
Kankakee	C	3.2 WSW;RR 1.5 E	625	2	26-S5-U	F3	Ditch N, S blkd.Use strips.
Kewanee	P	3 S;hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E;hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
LaGrange, Chicago-Stinson	SEE: Chicago-Stinson Arpt.						
(PC) Lawrenceville	P	4.5 NE;lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5 SE;RR N	437	1	22-S3	F2	S blkd;p-line N.Soft-wet.
(N) Libertyville	L	4.4 S	706	4	h29		Closed to all aircraft.
Lincoln	P	1.8 W;hwy N	591	2	31-L-S5	F2	P-line N.
(PC) " Logan County	P	2 ENE;hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC) Litchfield	P	1.4 SW;hwy E	690	2	h23-BL4-S5	F2	Shoulders soft.Ctn-when using the E/W Rnwy.
Lockport, Lewis-Lockport	P	2.2 WNW;canal E	670	4	h31-BL4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8 NNW;RR S	740	3	28-S5	F2	P-lines S,SW.
" York Township	P	2 SSW;riv W	740	2	20-S5	F2	Use strips.
Macomb	P	2.4 E;hwy E	695	2	26-(S5)	(F2)	N,E blkd.
Marion Air Park	L	1.8 ESE;RR S	430	3	27		CLOSED
(PC) MARION-Williamson County	P	4.6 WNW;hwy W	472	3	h38-BL4-S5-U	F4	4200 strip avail.
(PC) Mattoon, Coles Co., Mem'l	P	5 E;RR 1 N	720	3	h37-BL4-S5-U	F3	3900' strip avail.
Mendota, Fitzgerald	L	1.5 NW;RR NE	800	1	24-*L4-S3	F2	
Metropolis	P	2 NW;hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7 NNW;hwy E	650	2	28-L1-S5	F3	E blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
► (P) MOLINE, Quad-City	P	4 S;hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Momence	P	3.5 WSW;riv N	645	2	25-S5	F2	NE,SW,NW blkd.
► Monmouth	L	1.5 NNE;RR W	770	1	31-S5	F2	S blkd,E/W rnwy clsd.Unattended.
Morris	P	4.5 N;hwy W	588	2	23-L1-S1	F3	
(PC) Mt. Carmel	P	13.7 NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W;RR S	424	1	22-S1	F2	N blkd.Soft when wet.
(PC) Mt. Vernon	P	2.5 ENE;RR S	465	3	h22-L4-S5-U	F3	3800' strip available.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2 WNW;RR S	800	1	23	F2	P-lines N,S.
Northbrook, Sky Harbor	P	1.6 NW;RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg.Rstd to acft under 12,000 lbs. Lgts req after 0100
Oaklawn, Harlem	P	2.2 WNW;RR W	619	8	34-S5	F2	Closed to aircraft over 2000 lbs. SW blkd.
Olney, Ulrich	P	1.8 ESE;RR S	537	2	30-S1	F1	P-lines N, S blkd.
Ottawa	P	1NNW;rd N	615	2	28-S5	F3	N,S blkd. Rgt tfc S.
Palestine, Crawford County	L	1 N;RR S	450	1	26		W blkd.
Pana	L	2 E;RRs N	670	2	23		N,S blkd.
Pecatonica	P	1 N;hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5 S;RR E	521	3	34-*L-S5-U	F3	E blkd;p-line W.
(NC) PEORIA, Greater Peoria	P	4.8 WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Le Tourneau	L	1.8 NE;riv E	445	1	29-*L4		Use field for business only.
" Mt. Hawley	P	6.4 N;RR SW	800	3	30-L4-S5	F3	NE,SE,S,SW blkd.
Plymouth	L	2 W;rd S	650	1	20-(S3)	(F2)	S blkd.Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5 WNW;hwy SW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5 E;hwy N	625	2	24	F2	N,S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E;hwy S	769	3	h54-BL3,4-S5-W	F4	
► " Doc's		4.2 W;hwy S					ABANDONED
Roanoke, Fash		4.2 W;hwy N,E					ABANDONED.
Robinson	P	5.3 E;hwy S	500	2	35	F2	E/W Rnwy closed.S blkd.Ruf.
Rochelle	P	2 S;hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	P	3 S;hwy W	645	4	25-S5-U	F2	P-lines W,SW,NW.
Rockford, Cottonwood	L	3 NW;rd S	745	1	26		CLOSED.Rgt tfc S.
(P) " GREATER ROCKFORD	P	4.9 S;hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE;riv NW	732	3	30-*L2-S5-U	F2	NE blkd;p-lines E,SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Salem-Leckrone	P	1.9 NW;lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4 WSW;RR N	670	2	20-S5-U	F3	P-line N. Soft when wet. p-line W.
Savanna, Strangdale	P	4 SE;hwy W	610	3	23-S1	F2	1000' NW end NW/SE rnwy clsd.
Serena	P	2.8 N;elevator SE	640	1	21-L4-S3-U	F3	P-line NNE,Soft when wet.
Shelbyville, Shelby County	L	2.5 W;RR S	618	2	28-S2	F2	NE,SE,SW,NW blkd.
Sheldon, Disoway	P	5.4 SSW;RR W	688	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S;RR E	772	4	27-S5	F1	Use strips.
AF,NG SPRINGFIELD, Capital	P	3.2 NNW;hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.Fence apch end [rnwy 4,22.
" Southwest	P	3.5 NW;RR N,S	606	2	24-S5	F2	Use strips.
Steger, Will County	L	0.5 S;RR W	710	3	15		W blkd;p-line N.Soft when wet.Rgt tfc strips 9,36.
Sterling	L	1 N	645	3	30		Closed to commercial operns.
Stockton	L	1.9 SSE;hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE;RR N	650	2	23-S5	F3	
Sycamore	P	1.4 ESE;RR N	840	4	26-S5	F2	Rgt tfc NW tk-off,P-line NNE,E,SE.
Taylorville	P	1.6 WSW;RR SE	612	1	h22-S5	F2	2600' avail. Soft shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Urbana, Illini	P	2 NNE;hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE;hwy NW	460	1	34	F2	Rgt tfc take-off W.CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	P	1 WSW;RR E,S,W	640	1	22-S3	F2	P-line N.
Warren, Evergreen		1.7 S;hwy W					ABANDONED
Waukegan	P	1.5 NW;RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-L-S5-U	F2	Landing fee multi-engine aircraft.
(PC) West Chicago, DuPage Co.	P	3 NW;RR S	760	4	h32-BL4-S5-U	F3	
West Frankfort		0.8 WNW;RR W					ABANDONED
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Williamson, W.L.S.	L	0.8 E;hwy E	600	1	26		N blkd.
Wood Dale, Moody-Wooddale	L	1.3 NNE;rd adj N	711	4	27		Closed wk-ends.Acft over 3,500 lbs prohibited.
Woodstock		1 NE;hwy SE					ABANDONED
Wyoming	L	1.4 SSW;hwy E	720	1	21		
NEW AIRPORTS (for airports out of alphabetical alignment).							
Forrest, Honegger	L	3 S;RR E	710	2	23	F1	E blkd.Use strip.
Tuscola	P	2 SW	650	1	33-S5	F2	
East Moline, Miller		2.5 E; rr N					ABANDONED
Kewanee Arpk	P	6 E	760	2	24	F2	
Paris, Stewart Hog Ring	L	1 S;rr W	740	1	21-L6	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Anderson	P	3.5 SE;hwy N	910	3	32-*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-S5-U	F4	P-line NE.
(PC)Angola, Tri-State	P	4.2 W;hwy S	984	3	22-B-S5	F3	SE, SW blkd.
(PC)Annaoolis, Port-O'-The Woods	L	2.2 NNW;hwy 1 E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE.
(PC)Bedford	P	3.5 SE;hwy E	728	3	h31-S1-U	F1	Use Rnwy.Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-B L4-S1-U	F3	Use strips,rawys.
Bluffton, Miller	P	4.2 WSW; RR S	827	2	26-S3	F2	E blkd.Bcn on req after 2400.Minor eng rprs only. Rgt hnd tfc pat E & S.
► " -Wells County	P	2.8 WSW;RR S	820	1	32-L4-S5	F2	/Rgt hnd tfc pat SW. SW blkd;p-line NE.Maj,Min Eng rprs only.
Brownsburg	L	1.5 SSE;RR S	875	2	26-(S1)	(F1)	P-line S.Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F3	E, NE, SE blkd;p-line SW.Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays.Ruf.
(PC)Connersville, Mettel	P	2.8 NNE;canal W	950	3	h25-BL4	F2	3200' strip avail.
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE, E.
Culver	L	2 E;lk W	815	2	23		Rolling.Use strips.
Decatur, Hi-Way	P	1 SW;hwy E	775	1	25-S3	F2	No storage. E blkd. Use strip.
DeMotte, Cheever	P	2.2 SSE;hwy E	676	3	29-S1	F1	N, S, WNW blkd;p-line ESE.Ruf.
Dyer, Triangle	P	1.5 NE;RR E	630	4	31-*L-S5	F2	S blkd.Use strips.
Elkhart	P	2.7 NNW;hwy 1 E	752	2	h25-*L4-S5-U	F3	N blkd.
► " East Side	P	2.5 E;riv N	750	3	30-*L2,4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2S;hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(P)EVANSVILLE,Dress Meml.	P	4.5 NNE;RR W,E	389	3	h60-BL4,6-S5-W	F4	P-line E.Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S.No storage.
(NC)FORT WAYNE, Baer	P	7.5 SSW;RR E	801	3	h78-BL3,4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S;hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S Strip at N end. Use strips.
French Lick	L	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
► (P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S,SW.Bcn, lgts req after 2100.
" Midway	L	4.9 NW;riv NE	780	2	24-*L3,4-S5	F1	SSE blkd;p-line W.
Greencastle		2.5 ESE;RR 1 N			5		ABANDONED
Greenfield, Pope		1.9 ENE;RR S					ABANDONED.
Greensburg	P	2.1 WSW;RR N	915	2	23-S1	F2	
► Greenwood, Wheatcraft	P	1.4 NE	820	3	18-B*L4-S1	F2	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24-S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
► Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW;hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3 S;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-S5	F2	P-lines SW. ;gully S.
►(P)INDIANAPOLIS, Weir Cook	P	8 SW;RR N	796	4	h51-BL4,5,6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13,18,22,27. Rnwy 4 open jet acft. Fee multi-eng & wt excess 110,000 lbs.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd.Ruf.
Jasonville	L	0.5 NE;hwy E,S	600	2	23-S1	F1	Rolling.Use strips.
Jeffersonville, Hap's	P	2 N	478	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-L	F1	P-line SE,SW.No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE. NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	4	h40-BL4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
La Fayette, Aretz	P	3 NE bet RR,hwy	614	2	30-S5	F1	P- line NW. Use strips.
" Haismer	P	4 ESE;riv NW	664	2	40-*L4-S5	F3	P-line WNW.Use strips.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5 SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S,SW,SE,NW.
Lebanon		1 S					ABANDONED
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE.N blkd. Use strip.
Lowell, Bailey	P	4.8 SW	697	2	22-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	L	3.8 SSW;hwy E	850	3	24		
" West Side		2.5 NW;hwy S					ABANDONED
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N.Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E;hwy ict SW	650	2	24-*L4-S5-U.	F3	Tower N;P-line S,E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N,W	668	1	h24-S3	F2	
Mishawaka, Sportsman	P	3.7 NE;riv S	760	2	21-S5	F2	P-lines NE,SW.
Monticello		5 SSW					ABANDONED.
" Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
Mt. Vernon	L	1E;bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S,SE blkd;tank S W.Eng rprs only.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
New Carlisle, Gordon	L	2.6 ESE;hwy 1 N	736	2	16		Use strips.Ruf.
New Castle	P	1.8 ENE;hwy N	1030	3	29	F2	N, NE blkd.Rgt tfc W.Use strips.
► " -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N.Vernon, St. Anne	L	2.3 NNE;RR W	750	2	h45		
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(AF) " Bunker Hill	L	7.5 SSW;hwy E	798	4	h50		CLOSED civil operations.
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd.Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd.Use strips.
" Steed	P	1.5 NW;hwys NE	926	3	26-*L4-S5	F2	N,NE blkd.Use strips.
Princeton	P	0.8 E;RR NE	502	3	20-S3	F2	Use strips.Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-S3	F3	Hill E.
Rising Sun	L	0.5 N	530	3	22-S1	F2	Rolling.
Rochester	P	1.5 E bet RR, hwy	787	4	25-S5	F3	N,NW,NE,S,SE blkd.Use rnwys. N rnwy
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd; p-line S. | take-off only.
Salem, Boss-Denien		3 WNW;hwy S					ABANDONED
Scottsburg, Air Harbor		1.5 W;hwy N					ABANDONED.
Selma, Huffman		0.8 SE;RR N					ABANDONED
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
► " Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E blkd;p-line N.Use strips.
Shelbyville, Suco		0.7 SE;RR E,NE					ABANDONED
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd.Use strips.
" Black Hawk	L	5.3 N;road E	925	2	18		P-line N.Use strips.
Shoals, Stiles		1.2 N;riv W					ABANDONED
(P)SOUTH BEND,St.Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4-S5-W	F4	2300-0700 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail,bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	P	6.5 NE RR 2 E	730	3	25-S1	F3	S blkd;p-line SE.
" Chain-O-Lakes	L	5.2 W;lk SW	765	4	24-U		P-line N,NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N,NE,SE.
(P) " HULMAN	P	5 ESE;hwy N	585	3	h82-BL4,5-S5-W	F4	Use rnwys. Fuel on req.after 2300.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7 N;RR S	829	2	26-L4-S5	F3	Use strips.P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-*L4-S5	F2	Rgt tfc S,W. Bcn prior req. Silo W
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail. Rgt tfc N.E.NE.Use rnwy, strips.
" Smith	L	4 N;RR E	839	2	27	(F3)	NE,SSW blkd.Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W.Use strips.
(P)WEST LAFAYETTE,Purdue University	P	1.5 SW	605	2	h35-B-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission.Use rnwys 3700' strip avail.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet.Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical alignment).							
Spurgeon, Enos	L	2 NNE;hwy W	485	1	27		
Logansport, Williamson	P	6 NE	770	2	20-S3	F1	P-line W.
Monticello, Dittman	P	2.8 S;lake E		2	30-S3	F1	P-line SW
Muncie, Reese	P	3 SE	991	3	20-S5	F2	E blkd
Bloomington, Veteran's		2.5 W;RR N					ABANDONED
IOWA							
Albia, Airway Implement Co.	L	1.8 S;RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-L4-S5	F1	P-line N.
(PC) " Squeeze	L	4.5 S;hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	30-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E;hwy S	840	1	24		Cattle on fld.P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W;hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1 SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE;hwy N	1000	1	22		Land at own risk.P-lines N,S.
Bellevue	L	3.1 N;RR W	652	2	9		DANGER-SHORT FLD.Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7 WNW;hwys S	850	1	19-(S3)	(F1)	Atnd week-ends.No storage.S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk.Rolling.P-line S.
(PC)Boone	P	2 ESE;hwy N	1143	2	26-BL4	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12,18.Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1200	1	18		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Carroll	P	4.2 ESE;RR N	1196	3	34-S3	F2	
(P)CEDAR RAPIDS	P	6.7 SSW;RR E	863	2	h54-BL4,6-S5	F4	
" Hunter	P	3 S;hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5 SSW;RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N,E,W blkd, Land at own risk.
(PC)Chariton	L	2.5 W;hwy S	1050	1	24		P-line S.
" Turbots		2.3 NNE;hwy W					REPORTED ABANDONED.
(PC)Charles City	P	3.2 E;bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd;p-line N,SW,NW.
(PC)Cherokee	P	1 S;RR W	1212	3	33-*L1-S5	F2	P-lines NE,SE,Rgt tfc NW,N,NE.
(PC)Clarinda	P	1.3 SE;RR W	992	3	h21-BL4-S5	F2	Rgt tfc SW,SE. Ditches S,NNE.
" Schenck	P	0.8 SE	992	1	28-S3	F2	Rgt tfc N.
Clarion	P	1.4 NW;hwy S	1162	4	27-BL4-S3	F2	P-lines NE,NW. Use strips.
Clermont	L	0.8 S;hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC) CLINTON	P	7 WSW;hwy S	701	3	h37-BL4-S5-U-W	F1	
Columbus Junction	L	3.9 N;RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE;hwy S	974	4	37-S5	F1	SW blkd;p-line SE; tank S.
Creston	P	2.5 SW;RRN	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W;hwy W, N	1015	2	18-*L1-S3	F2	
(P)DAVENPORT	P	5,5 N	753	2	h48-BL4-S5-U	F3	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW;hwy N	1290	3	30-*L4-S5	F2	Soft-wet, Land at own risk.
" Chamberlain	L	1.3 SE;riv N	1200	1	18		Soft when wet.
(NC)DES MOINES	P	4.5 SSW;hwy S	957	4	h75-BL4,5,6-S5-W	F4	
" Dodge	P	8 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
DeWitt	L	1.5 SE;RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd, Land at own risk.
(PC)DUBUQUE	P	7.5 SSW;hwy E	1075	2	h56-BL4,6-S5-U-W	F1	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk, Rolling.
(PC)Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk-2200.
Elkader, Meyer	P	1.1 SE;RR E, S	915	2	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W;riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5 S;hwy E	1200	1	20-*L1		S blkd, S end rolling.
Emmetsburg	P	1.3 SW;RR N	1205	3	35-S1	F2	
(PC)Estherville	P	4.6 E;hwy S	1298	3	32-*L1-S5	F2	P-line SE,S,SW.
Farnhamville, Saucke	L	3 SW;hwy 1,3 N	1190	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling.
Floyd, Henry's	L	4 NE;riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC) FORT DODGE	P	3.5 N;hwy E	1160	2	h44-BL4,6	F1	Use rnwy
Fredericksburg, Arle's		0.7 S;RR W					ABANDONED
Garner, Wicks	P	1.8 NW;hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2 NE;riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW;hwy N	1150	1	25-*L1		N blkd.
Grand Mour - Grand Grenn	P	1.2 SW;RR 1,4 N 4.5 E;hwy S	770	2	23-S1	F2	(ABANDONED)
(PC)Guthr [illegible]	L	0.5 NW;riv E	1083	2	26-*L-(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N;riv E	610	1	26		
Hamburg, Hoover	L	2.2 W;RR 1 NE	906	1	20-(S1)	(F1)	N blkd, Soft when wet.
Hampton	L	2.7 NW;lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5 SSW;hwy E	1204	2	27-BL4-S3	F2	P-line S.
Hartley	L	1.2 SSE;RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd;p-lines S,SE;bins NE. Atnd week-ends. Caution-weeds.
Humboldt	L	1 N;RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1120	1	20		Use strip, Rolling.
Independence	L	4.1 W	990	2	26		P-line N,NW.
(PC)IOWA CITY	P	1.7 SW;riv E	661	3	h43-BL4-S5-U-W	F3	
" Indian Lookout		4.2 SW;hwy E					ABANDONED.
Iowa Falls	P	4.1 S;RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E;hwy N	1041	2	24-*L1-S5	F2	
(PC) Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3 WNW;RR E	1163	2	37-BL2-W		
LaPorte City, Clarks	L	2.4 NW;hwy 1 E	900	3	26		Land at own risk, Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1250	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W,NW blkd;p-line SE.
Lenox	L	1.3 N;hwy W	1200	1	26		N blkd, Rolling. Use center of strips.
Leon	L	4.1 N;RR SE	1050	1	20		Rolling.
Malvern, Bass	L	5.5 SSE;RR E	988	1	16		Land at own risk.
Manchester	P	1 S;RR, hwy W	935	1	25		Unattended
Manning	L	0.6 SW;RR W	1321	2	24		Tower NE,P-lines S,SW. Emerg only.
(PC)Mapleton	P	0.5 NW;riv NW	1150	2	29-S5	F2	NE,SE,SW blkd. Ruf.
Maquoketa	L	2.8 SSW;hwy E	720	1	20		Land at own risk.
Marshalltown, Niederhauser	P	4 N;hwy 1 E	990	2	26-L4-S5	F2	W blkd;p-line N.
(P)MASON CITY	P	6.5 W;hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE;riv S	1215	1	24-S1	F2	Rolling. Use strip
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd, P-line S. Cattle on fld.
Melbourne		0.3 S;RR E					ABANDONED
Missouri Valley	L	1.5 S bet RR, hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19-S1	F2	
(PC)Muscatine	P	6 SW;hwy SE	546	2	h42-BL4	F3	
" Greiner	L	6 N;hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2 NW;hwy E, N	1000	2	26-(S1)	(F1)	E,NW blkd, W end E/W Strip ruf.
Nevada, Farm & Home		2 NW;RR 1 S					ABANDONED
" Nelson	P	1.7 W;hwy N	935	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
Newton	P	1.5 ENE;hwy S	950	2	24-*L1-S5	F3	P-line S.
" Flying Service		3 W;hwy S					ABANDONED
Nora Springs, Spotts	P	3.2 W;RR S	1170	2	26-*L-S1	F2	E blkd, Rolling.
Oakland, Kimberly	L	0.5 NW;riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3 W	1050	3	28-S5	F2	W blkd;p-line NW. Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N;RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2 SSE;RR NE	850	2	21	F2	P-line NE. Use strips.
(P)OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F3	
Feila	L	3.5 SE;RR NW	877	1	24		
(PC)Perry	P	3.5 WSW;hwy N	1014	2	23-L4-S3	F2	
(PC)Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Randolph		1.7 NNE;RR W					ABANDONED.
(PC)Red Oak	P	1.5 W;hwy N	1044	3	28-L4-S5	F2	P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	P	3 N;riv W	1361	2	23-S1	F2	Use E/W Strip when wet.
Rudd, Ehlebrachts	L	0.5 S;hwy N	1150	2	19		N,W blkd, Rolling. Use at own risk.
Sac City	P	3 SSE;riv W	1160	2	22-*L1-S5	F2	
Sheldon	L	5 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E;RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW;riv NW	963	2	37-BL4-S5-U	F3	
Sibley	P	2 S;RR NW	1500	2	26-*L4-S5	F2	E,S,W blkd;p-line N.
Sigourney	P	3 S;riv N	892	2	24-S1	F2	S blkd, Soft when wet.
(AF,NC)SIOUX CITY	P	6.5 S;RR 1 NE	1097	3	h75-BL4,6,7-S1-W	F3	
" Rickenbacker	SEE: North Sioux City, S.Dak., Rickenbacker Fld.						
Spencer	P	2.9 WNW;RR 1 S	1335	3	40-L4-S5	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE;RR 1 SE	1178	1	15	F1	P-line SE, Rolling.
Tama	L	1.3 S;hwy E	880	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW;riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2 E;hwy S	810	3	18		S blkd;p-line SE;culvert W. Use strips, Cattle on fld.
Villisca, Tyler	L	0.5 ENE;riv E	1055	1	22-*L		
Vinton, Milroy	L	1.5 NW;hwy N, E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE;riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE;RR NE	769	2	26		P-line E.
(P) WATERLOO	P	5 NW;riv 1S	870	3	h54-BL4,6-S5-U-W	F4	
" Canfield	P	3 NW;hwy NE	800	4	28-S5	F2	P-lines N,NE, bldgs SE, W blkd.
Waverly, Evans		2.2 SSE;riv E					ABANDONED.
Webster City	P	3.3 SW;RR 2,3 N	1100	4	26-S5	F2	P-lines N,NE.
Wesley	L	1.5 E;RR N	1250	1	30		N,S,W blkd.
Winfield	L	3 E;RR S	700	1	13-(S1)	(F1)	E blkd, Land at own risk.
Winterset		4.5 W;hwy N					ABANDONED
Woodward	L	3.2 NW;RR 2,5 S	1060	1	22		
NEW AIRPORTS (or airports out of alphabetical alignment)							
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd;p-line SE.
Milford, Fuller	L	0.7 NNW;hwy E	1440	2	36		S,W blkd;p-line E.
(PC) Waverly, Bantam	L	6 E	1000	1	26	(F1)	P-line N.
Grant Center, Maynard	L	2 E;RR E	1100	1	16		Unattended.
Fairfield Memorial	P	1 SE	780	2	26-S1	F1	P-line N.
Rockwell City	L	W; hwy W	1254	1	22-S3		90 oct. P-line W. Trees N.
Prairie City	P	2 N	950	2	30	F2	Ctn-cattle on fld. Trees W; cable line S.
Oskaloosa-Roth	P	2 SE	850	1	21-S3	F1	
KANSAS							
(PC)Abilene	P	1.7 WSW;RR N	1148	3	h21-L4-S1	F3	NE blkd;p-line SE. Strips ruf. Soft-wet.
Anthony, 24, AMA-MKC	L	2.7 WNW;hwy S	1340	2	45-BL4		ESE blkd. Caution-wet.
Arkansas City	P	3.5 S;hwy, RR W	1170	4	27-S5	F2	N,NE,S blkd;p-lines SE,SW.
" Strother Aux #1	L	7.5 NE;riv E	1145	1	26		Use strip.
" " Aux #2	L	6.6 W;hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2 S;RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W;hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2980	4	26-S5	F2	Use strips. / after 2200.
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N,E,W blkd; p-lines S. Lgts prior req
Baldwin, Bell		2.2 E;hwy S					ABANDONED
Baxter Springs, Y & M	L	3.5 W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwy S	1520	3	24-S5	F1	P-line SW. Use strips.
(PC) Beloit	P	1.2 NW;RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Bera	L	0.6 S;RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.
F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N.Caution-wet.Use strips.
Brewster, Hutton	L	1 SE;hwy N	3420	3	35		SE blkd;p-line SW.Low area S center of fld unusable.Ruf. Use strips.Caution elevator adj NW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd.Ditches N,W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N,W.Use strips.
Caldwell	L	1.2 E;hwy S	1105	2	22		SE blkd;p-line SW.Ruf. Use strips.
► (P)Chanute	P	2 WSW;lk SE	001	2	h42-BL2,3-S5-W	F3	SE blkd; p-lines S,NW.
(PC)Cimarron	L	1.8 N;hwy W	2750	3	29-(S1)	(F1)	Unattended.
Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S,SE,SW,NW.Ctn-wet.Ruf.
" Dinsmore	L	6 WSW;RR N	1250	2	21		N,S blkd.Soft-wet.Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
► Coffeyville		2.5 NW					ABANDONED
►(PC) " McGugin	P	5.3 NE;RR 15 W	759	1	h59-BL4-S5	F2	Use rnwys.
(PC)Colby	P	1.8 N;hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf. Use caution.
" Murray	L	0.8 N;hwy W	3125	1	22-S1	F1	P-line S.Ruf.Hazardous-erosion center of strip.Use strip.
Coldwater, Stark	L	0.7 NE;RR SE	2100	1	27		P-line NE.Use strip,Cattle on fld.
Collyer, Scherr	L	1.7 E;RR N	2563	4	25-(S1)		S,SE,SW blkd.Cattle on fld.
Columbus	L	1.2 SW;RR E	900	2	21-S1		NE blkd;hedge S. Soft when wet.
(PC)Concordia	P	1.7 S;hwy W	1474	3	36-S1	F2	Erosion edges of strips.Use strips.
" Blosser	L	1 S;hwy W	1475	1	18		P-line E. Caution-ruf.
(PC)Cottonwood Falls,Chase Co.	L	0.5 SSW	1264	1	26		P-line N.
Council Grove	L	4.5 WNW;lk S,W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd;p-line S,SE.
(P)DODGE CITY	P	3 ENE;RR SE	2594	4	h46-BL2,6-S-W-U	F4	Use rnwys.
" Ford County	L	6 WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Gardens	P	6.3 ESE;RR S	2440	1	22-S5	F2	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N,W.Use strips.Caution-holes N/S Strip.
(PC)Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6 SE;hwy W	1350	4	25-L4-S5	F3	E,S blkd;P-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5 NW;hwy, RRS	1790	2	26-S5	F2	Caution-Oil Well 58'E of N/S Strip. Use rnwys. N blkd.
Ellsworth	L	1 N;hwy S	1611	2	24		
Elmo, Brewer		1.5 WSW;RR N					ABANDONED
►(P)Emporia, 37, AMA-MKC	P	5.4 S;hwy E	1204	3	h21-BL4-W	F3	4000'avail N& strip.Use center of strips-S blkd. dry;paved rnwy-wet.
Eureka	L	2.7 E;hwy S	1100	1	26		S blkd.Rolling.
Fall River	L	3.9 NW;dam NNE	1035	1	20		
Florence, Clothier	L	5.8 SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5 SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3 NNW;hwy E	880	2	26		
Garden City	P	3.3 E;hwy S	2842	3	44-S5	F3	Use strips.Caution when wet.
►(P) " NEW GARDEN CITY	P	8.5 ESE;RR SW	2895	4	h65-BL4-W	F3	Use rnwys.Only Rnwy 17-35 usable ngts.
(PC)Cardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd.Use strips.
(PC)Carnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times.Intsxns ruf.SSW blkd.
Clasco, Hurley's		2.1 SE					ABANDONED.
►(P)Goodland	P	2 NNE	3653	4	50-BL4-S5-W	F3	
(PC)GREAT BEND	P	5 WSW;hwy SE	1891	3	h80-BL4-S5-U	F3	Use rnwys.
Greensburg	P	1 E;RR N	2230	3	28-L4-S1	F2	N,NNE blkd.Use strips.
(PC)Harper	L	1.3 WSW;hwys E	1429	3	22-(S1)	(F1)	P-line N.Ditches end of strips. Soft when wet. Use strips.
► Hays	P	1.5 E;RR S	2021	AW	29-B*L2-S1	F2	
(PC)Herington	L	8 ENE;RR 3 N	1485	3	h67		Closed civil acft. Rgt tfc NW.
(PC) " Soo		1.5 SE;hwy N					Perm. Closed
(PC)Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf.Unattended Sat, Sun.
Hill City	P	0.6 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC)Hillsboro	L	0.7 SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Hoisington		1.3 NE;hwy S					ABANDONED.
Holyrood	L	0.5 ESE;RR N	1820	1	17		P-line N.Shoulders ruf.
(PC)Horton	L	1.2 NNW;hwy E	1131	2	22	(F1)	
Hoxie	L	0.8 N;hwy S	2665	3	28		S blkd;p-lines NW,SW.
" Hedge	L	1.8 NW;hwy S,E	2780	2	19		Caution-erosion-ditch center E/W Strip.Ruf.
Hugoton, HAP	L	1.5 SW;hwy N	3130	4	26		N blkd;p-line NE;hill SW.Use strips.
(P)HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4-S5-W	F4	S blkd;p-line SW.Use rnwys.
" Mills	L	4.4 S;RR W	1533	1	25-(S1)	(F1)	
(PC)Independence	P	6 SW;RR E	820	4	h55-BL4-S1	F4	Ruf.
" Arpt	L	5 N;hwy W	847	3	22		Caution-rolling.P-line SW.
(PC) " Montgomery County #1	L	9.5 NW;hwy W	918	1	35		Use with caution.Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution.Ruf.
(PC)Ingalls	L	6.8 NW;riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet.Use strips.
(PC)Jetmore	L	7.2 S;hwy W	2465	4	h60		Use rnwys.
► Johnson	P	0.5 NW;hwy NW	3330	3	28-(S5)	F2	P-lines N, S, NE.
(PC)Junction City	P	0.8 NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE,SW.Use strips.
Kanorado, Winter	P	0.6 SE;RRN	3910	1	27-S5	F2	P-line N. Use strip
(AF)KANSAS CITY, Fairfax	P	3 NE;riv N,E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys.Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5 NNW;RR E	1606	4	27		Unattended
(PC)Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5 WNW;hwy S	1375	1	20		Cattle on fld.Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd;p-line S.Ruf.
LaCygne	L	0.7 S;riv NW	825	2	29	(F1)	HAZARDOUS, N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use Strip.
Larned	P	1.6 NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S Strip;soft when wet.
Lawrence	P	2.5 NNE;hwy S	832	3	32-*L2-S5	F3	P-line W.Use strips.
(PC)Lenora	L	1.2 NW;crk NE	2260	2	24	(F1)	Ruf.
Leoti	L	1.5 ESE;hwy N	3300	2	24-31	F1	P-line NE,NW. Cattle on fld.
(PC)Liberal	P	2.5 WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	L	1.5 NW;RR S	1412	2	27-*L4		NE,NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N;windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC)MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F4	Use rnwy, strip.Ditch SE end NW/SE rnwy. Ctn-Danger Area WNW arpt. NWend ext1050' sod.
" Mankan	L	3.7 ENE;hwy S	1055	1	20-S5	F1	W blkd.Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	86-S1	F1	Windmill NE;dike W end E/W Strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE Strips soft when wet,E,NE,S,NW blkd;p-line SE,SW.
(PC)Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE,NNW.
(PC) McPherson	P	1.5 SW;hwy adj	1493	2	h23-L4-S5	F3	P-line N,E. Shoulders soft-wet.
Meade	L	1 W;RR, hwy N	2528	2	26-B*L4		P-line N.Use strips,Caution when wet.
Medicine Lodge	L	2 SE; RR S	1520	1	34		Ctn-gopher holes, Ruf, Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters,N,S blkd.
Moline, Elk County	L	2.3 ENE;hwy SW	1050	3	31		SW blkd.Cattle on fld.
(PC)Neodesha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	23-S5	F1	
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf.Use strips.
► Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips.P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-BL4-S5	F2	SE blkd.Ctn-60' poles adj S.Use strips.
Olathe-City	L	5 ESE;hwy W	1090	3	h17		P-line NW.Lgt acft only.Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N,S blkd.Use strips.
(PC) Osawatomie-Paola	P	3.6 NE;RR NW	945	2	32-S1	F2	
Osborne	L	0.8 ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW.Soft when wet.
(PC)Ottawa	P	5.3 S;hwy W	975	1	h24-S5	F2	
" Conard	P	3.8 NNE;hwy W	946	2	28-S3	F2	N, W blkd.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd.Use strips.Ruf.
► Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Ctn-eroded S edge 600' S end NE/SW strip. Use strips.
(PC)PITTSBURG-ATKINSON	P	2.5 NW;hwy E	948	3	h40-BL4-W	F1	Use rnwys.
Plains	L	0.3 NNE;hwy N	2755	3	30-*L4-(S1)	(F1)	P-lines NE,SE,S. Use strips.
(PC)Pratt	P	4.5 N;hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie, Prairie Oak	L	1 NNE;RR NW	1573	2	25-(S1)	(F1)	E blkd;p-lines N,W.Use strips.
Protection	L	0.7 SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E,W.
Rexford, Dible	L	0.5 W;RR NW	2900	2	24	(F1)	N,W blkd;p-line E.Ruf-obstns-dangerous.
" Foster	L	1.4 WSW;RR N	2900	4	24		P-lines N,NE,E,SE,NW.Cattle-fld.
►(P)Russell	P	2.7 ESE;hwy NE	1863	3	h26-BL4-S5-W	F3	NE, SW blkd. Rnwy 17-35 perm clsd.
(PC)Sabetha	L	1.4 E;RR NW	1290	2	22		Ruf.Use strips.
St. Francis	P	1 S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P)SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW.Use strips, rnwy only.
Satanta	L	1.2 N;RR SE	2970	2	26-(S1)	(F1)	Closed.
Scott City	P	1.3 ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200' strip avail. W.SW blkd; p-lines N,NE.Ruf. Use strips.
Sedan, Walter's	P	2.7 SSE;hwy S,W	940	1	17-S3	F2	
Seneca	L	0.5 W;RR S	1180	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5 W; hwy N	1889	4	26-L3,4-S5-U	F2	P-line N,NE. Lgts avail. sundown-0200.
Stanley, State Line	SEE: Kansas City, Mo., State Line Arpt.						Use strips. Ruf.
Sublette	L	1 NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE,SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F2	SW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	26-*L2-S5	F2	N,SW blkd.Ctn-N/S Strip-ditch.Soft-wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	BridgeSE, SWend rnwy22 rstd 15,000 lbs max
Toronto	L	1.1 NE;RR E	965	4	24		SW,W blkd;p-line NW.Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ►New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
→ Ulysses	P	1.3 NNW;hwy E	3070	3	30-S5	F2	S. blkd; Fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	36		
(PC)Washington	L	0.9 E;hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2 WSW;RR S	1332	2	h73-BL6-W	F4	Use rnwys.
" Beech	L	6 E;hwy S	1378	3	h51		Factory use only.P-line N.Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h20-S1	F3	Ctc McConnell twr for tfc instructions. 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5-U	F2	P-line N,SW. Use strips.
" Rawdon	P	5.7 E	1396	1	25-S1	F3	P-line S. Rgt tfc N.W. Use strip.
" Riverside	P	5 NNW;hwy S,W					ABANDONED.
" Westport	L	4.5 SW;RR N	1290	1	26		N blkd.No storage.Cattle-fld.Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd.Ruf. Caution when wet.
(PC)Winfield,Strother	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S,SE,NW/SE strip ruf.Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd.Use strip.Caution when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Valley Center,Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line,rolling,ruf.
Great Bend-Darr	L	1 W	1890	2	32-U		Soft when wet. P-line S.
Minneapolis-Horner	L	2 NW	1265	2	26		Unattended.
KENTUCKY							
(PC)Ashland-Boyd County	P	7.5 NW;RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr.prior req thru Huntington rdo.
Bardstown,Nelson County	L	4.1 W;hwy S	630	1	21		Cattle on fld. Caution when wet.
(P)BOWLING GREEN-Warren County	P	2.5 SSE;hwy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
(P)COVINGTON,Greater Cincinnati		SEE: Cincinnati, Ohio, Grtr Cincinnati Arpt.					
Danville,Goodall	P	4.2 S;RR 1 W	1030	1	24-S5	F1	N blkd. Ctn - trees in apchs.
David,Permele		0.9 N;RR E					ABANDONED.
Eminence,Giltner	L	4.5 SW;rd E	790	1	13		ABANDONED
→ Falmouth, Pendleton Co.		0.9 SSW;riv E,S					ABANDONED.
→ Frankfort, Capital City	P	1 SW	796	1	h40-L4		
→ Frankfort, Cedar Hill		4.4 NE;hwy W					ABANDONED.
(PC)Georgetown, Marshall	P	1.5 S;hwy E	910		18		Unattended
Gilbertsville,Ky. Dam. State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E,W landings use rnwy.
Golden Pond, Ky. Lake	L	4.4 W;lk W	388	1	22		Unattended. Hills N,S,E. Ctn-wet.
Harlan	P	5.3 NE;riv S	1230	1	21-S1	F2	E blkd,Mtns each side of strip.
Harrodsburg, McAfee	L	5.9 N;hwy W	861	1	22-S5	F1	E blkd;p-line W, Rolling.
→ Hartford		0.3 S bet RR,hwy					ABANDONED.
(PC)Hazard	L	2.5 NNW;riv N,W	861	1	21		S blkd.Mtn sur fld.
→ Hodgenville, Evergreen		3.9 SW;riv NW					ABANDONED.
Hopkinsville-Christian Co	L	1 E	510	1	18		CLOSED-seeded.
→ " Garnett		5.5 SSE;RR 1.8 W					ABANDONED.
(P)LEXINGTON, Blue Grass	P	6 W;hwy N	978	3	h50-BL4-S5-W	F4	
London	P	3SSE;hwy E	1189	1	h40-BL4	F2	Use rnwy.
(P)Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL2,4--S5	F4	WSW blkd; p-line S.
(NC) " STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,5,7-S3-W	F4	2-way rdo rqrd. FEE.
Madisonville	L	6 ENE;RR S	420	2	h25		CLOSED-NOT MAINTAINED.
" Athey	P	1 NE;hwy's S,W	500	1	24-S5	F1	
Manchester, Sky		2.7 SE;hwy NE					ABANDONED
→ Marion-Jaycee		3.5 S;hwy E					ABANDONED.
(PC)Mayfield-Graves Co.	L	3.6 ENE;hwy S	580	1	h33		Unattended Use rnwy.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC)Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E,Levee W,Use rnwys.
Milford	L	0.5 SE;riv S W	500	1	14		Ruf. Hill SSE.
Monterey, Karaner	L	2 SE;hwy W	540	1	20-S1	F1	NNW,SSE blkd.
Morehead	L	2 WSW;RR N	610	1	20		300' SW end ruf.
→ (PC)OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
→ (P)PADUCAH, Barkley	P	8.8 W; RR 1N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
→ Richmond, Port Richmond		4.6 E;hwy S					ABANDONED.
→ Sebree, Major		2.1 NE;riv E					ABANDONED.
Shelbyville, Shelby	L	2.8 E;hwy S	850	2	17-S1	F1	
(PC)Somerset-Pulaski Co.	P	2.5 S;hwy W	927	1	30-S5	F1	
Stanton	P	1 E	650	1	26-S1	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KENTUCKY							
(PC)Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
→ West Liberty		2 NNW;hwy W					ABANDONED.
West Point	P	1.3 ENE;RR W	420	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
→ Eggners Ferry,Ken Lake St.Park	P	2 E Ky. Lake	380	1	h22	F1	
LOUISIANA							
Abbeville	L	3 E;hwy S	16	2	20-S3	91	
Alexandria	P	2.4 NW;hwy N	88	1	25-S3	F3	NE blkd.
" McArthur Drive	P	2 WSW;hwy E	87	1	26-S5	F1	
(PC)Bastrop, Morehouse Mem'l	P	2.5 SE;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE;RR SW	35	1	41		NW blkd.Cattle on fld.
→ " Downtown	P	3.5 E;hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only.
(P) " RYAN	P	5.5 N;riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2 N;RR E	113	2	32-BL4-S5	F3	P-line E.
→ Bossier City, Rainbow	P	5 SE;riv W	167	1	32-S3	F1	
Bunkie, Haas	L	3 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCuteheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4 W;hwy N	30	1	18		
" K. P.	L	2 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd.Soft spots when wet.Land from and take-off to S.
Elton, Dolse	L	1.5 SW;hwy,RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W,NW.
Franklinton, Green	L	12 SSW;rd E	180	1	21		WSW end ruf.
Gilliam	L	1 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE;rd N	5	2	18		ENE, ESE, WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE;rd N	5	1	12		DANGER-SHORT FIELD.
(PC)Hammond	P	3 ENE;hwy S	40	3	h50-B*L-S5	F1	
Haynesville	L	0.9 N;hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly	L	1.2 NW;hwy W	140	1	12		
Jackson, Holloway	L	5 SSW;hwy 2 S	90	1	26		P-line SW, Cattle on fld.
" Howell	L	2.5 ENE;rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE;RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
→ Kaplan, Trahan Airstrip	L	6 W;hwy N	10	1	20		P-lines N,S.
→(P)LAFAYETTE	P	2 SE;RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
" Bois De Lafayette	L	2.5 S;hwy E	39	3	20		P-lines N,S.
→ " Girard	P	2NNW;hwy S	43	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur	L	0.5 ESE;hwy S	8	aw	16		NNW,SSW blkd.
" Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.3 E;riv E	110	1	18-S3	F1	
(PC) " Byerley	L	1.8 NW;lk S	106	2	35	(F3)	
Logansport, Averette	L	4.2 NNW;rd E	300	2	20		S blkd;p-line SSE.
Longville	L	0.5 SE;RR W	80	1	27		
(AF)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8 SSW;hwy NNW	324	1	23		Caution when wet. Use strip.
(PC)Marksville	L	2.2 S;RR E	78	1	27		
Minden		1.5 W;hwy S					ABANDONED.
" Mun.		6 NNW;rd E					ABANDONED
Monroe, Mid-South Duster	L	6.8 S;hwy W	80	1	23		P-line W. Use strip.
(P) " SELMAN	P	5 E;RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root	L	6 SE;hwy NE	4	1	20		NNW blkd.
Morganza-Pte Coupee	L	0.1 S;RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2 SSW;hwy E	115	2	h41-BL4-S5	F2	

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
(PC) New Iberia, Iberia Parish	P	5 NW; hwy NE	28	2	h40-S5	F3	Use rnwy.
►(NG) New Orleans	P	6,5 NNE	8	4	h38-BL4-S5-W	F4	No ngt operns 5-23, 9-27.
" Callender			NOW MILITARY INSTALLATION				
►(P) " MOISANT INTN'L	P	11 WNW; riv S	3	4	h70-BL4,67-S1-W	F4	No 80 octane avail. 2-way rdo rgrd.
Oakdale	L	2,5 W; RR E	123	1	21		P-line SSE.
(PC) Opelousas, St. Landry Parish	P	2 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Memorial	P	2 WNW; bayou NW	9	3	45-S5	F3	NE, W blkd.
(PC) Pollock	L	4,5 SW	213	3	h45		
Quebec, Arneson	L	1 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
►(PC) Rayne	L	1 NW; RRS	29	2	18		
" Hains	L	4 SSW; rd E	20	1	26		P-line N.
(PC) Rayville	L	1,2 WNW; RR S	83	1	22		P-line S.
" Garland	L	7,6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2,4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1,6 SSW; rd N	155	1	21		P-line N.
(PC) Ruston	P	1 SE; RR N	317	3	h29-BL4-S5	F4	
St. Joseph, Castle	L	2 N; hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6,5 SW; RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) " -Downtown	P	3,5 N; riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8 S; RR E	170	1	31-S5	F1	S end soft when wet.
" Riverside	P	2,5 ESE; riv E					ABANDONED
Slidell, Morrill		1,8 SSE; hwy N					ABANDONED
" Pravata	L	1,5 NW; hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle - fld.
► Tallulah, Scott	P	2,4 ENE; hwy S	84	2	32-*L4-S3	F2	Bcn prior req
Thornwell, Lyon	L	2,9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3,5 WNW; hwy S	40	1	16		
► Vinton, Breaux	L	1 NNW; RR S	17	1	25		S blkd. Cattle on fld.
► PC Welsh	P	0,5 NW; RR S	19	2	31-*L4-S5	91	E blkd.
Wilson, Redwood Ranch	L	1,5 SSE; hwy W	256	2	20		
Winnfield, Joyce	L	3 NW; hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution, Unattended, No storage
Winnsboro	P	1,4 ESE; hwy W	80	2	20-S1	F1	
Woodworth, Lelaney	L	2,7 ESE; hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical alignment)							
► Kaplan-Broussard	L	0,5 S	12	2	15-S3	F2	Attended May - Nov.
MAINE							
Andover	L	2,5 S; hwy E	675	1	17		Use strip.
►(PC) AUBURN-LEWISTON	P	4,5 SW; riv 1 N	292	3	h44-BL4-S5	F3	WNW blkd. Use rnwys.
(P) AUGUSTA-STATE	P	1,2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs & all acft winter mos.
(PC) BAR HARBOR	P	9 NW; riv E	84	3	h45-BL2-S5-U	F4	Bcn oper Jun-Sept.
(PC) Belfast	L	1 SW; hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0,6 WNW; riv W	120	1	14		Overhead cable W-dangerous R-f. Soft-wet.
Bethel	L	1,6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW; hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2,5 NNE; hwy SE	360	1	23		
Brewer	P	1,6 S	100	1	21-*L-S5	F2	
Brownville Jct., Prairie	L	4,5 N; rd jct SW	422	1	18		Use at own risk. W blkd. Ruf.
Brunswick		3,3 W; RR SE					ABANDONED
(PC) Caribou	P	1 NW; hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT OF ENTRY.
(PC) Deblois Flight Strip	L	2 SE; hwy E	217	1	h40		INACTIVE. 6000' strip avail including 1000' overrun.
Dexter	L	3 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0,3 S; riv W	290	1	14		
Eastport	L	1,5 WNW; hwy NE	67	2	h28		No Storage. Unsafe-holes, ruf, highbushes NW blkd; p-lines NE, SE, SW. Use rnwys.
Enfield, Sylvan Lane	L	1,5 WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1,2 SSE; hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1 SW; RR, hwy W	470	2	18-S5	F1	NNW blkd.
(PC) Fort Kent	L	3,4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3,5 NNW; hwy N,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC) Greenville	P	2 ENE; pond E	1401	2	h30-S1-U	F3	Unattnd, winters. Repairs avail. on req.
Harrington, Cherryfield		2,6 WSW; RR N					ABANDONED
(P) HOULTON	P	2,5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 5-23 clsd winters wheel-equip acft.
Hudson, Robbins	L	2,7 SW	365	1	14		Rolling.
Jackman, Newton	L	0,2 E; riv N	1170	1	22		CLOSED-LEGALLY.
Lewiston, College Road	L	2,2 NNE; riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2,8 SW; rd SE	85	1	12		DANCER-SHORT FLD. Soft when wet.
Mars Hill		0,7 NNW					ABANDONED
(P) Millinocket	P	1 SE	408	2	h50-BL4-W		Use rnwys.
Minot, Maheu	P	3,5 NNW	720	1	21-S1	F1	N,S blkd.
Moose River, Sky Lodge	L	1 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3,7 W; riv NE,W	270	2	h40		Use rnwys.
Norway	L	1 N; RR S	387	1	15-S1	F2	Soft when wet, Use strip.
(P) Old Town	P	1,8 NNW; hwy S	126	2	h40-L4-S5-W	F3	Ctn-edges of rnwys ruf. Use rnwys.
Peru, Linnell's	L	0,8 NW; RR, riv N	410	1	20		
Phillips, Pleasant Valley	L	2,9 NNW; riv N	670	1	41		Ctn-const 300' WSW end of strip.
" Raymond Farms		0,8 S; riv E					ABANDONED
(PC) Pittsfield	L	0,8 SSE; riv N,S	190	2	h40		SSE blkd, Skis winter.
(P) PORTLAND	P	2W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters.
(PC) Princeton	L	1,5 SSE	250	2	h40		Use rnwys NW blkd.
(PC) Rangeley	L	1,6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC) ROCKLAND	P	3 SSE	49	3	h45-B*L4-S3		Airline Stop Sum Months. ESE, SSE, NNW blkd. Use rnwys.
Rumford	L	2 SSE; riv NW	615	1	18		
(PC) Sanford	P	4,7 SE; hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on Rnwy 8-26.
Scarboro-Downs		2 W; hwy N					ABANDONED
Seven Isl., Maine For. Serv.	L	13,5 SE	1180	1	12		(DANGER-SHORT FLD). Use rnwys.
Skowhegan	L	1 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1,8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Thomaston	P	2,8 NE; hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2,5 NNW; hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4,8 SSE; riv E	350	4	22-S5	F1	Fld. surrounded by trees. W blkd.
Van Buren, Levesque	L	1 NW; riv NE	520	1	15		INACTIVE. Ruf, rolling.
(PC) WATERVILLE, LaFleur	P	1,8 SW	332	3	h40-B*L4-S5	F1	WSW blkd. Use rnwy 14-32 with ctn.
Winterport, Fernald	L	3 WNW; RR E	181	2	h40		Ruf.
York Beach		0,3 S					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stonington	L	1,2 NNW; hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd. Dec1-May1 annually-soft-wet.
Milo	L	1,3 SE; hwy W	295	1	18		Rgt tfc W. P-line W.
Patten, Camerons	P	5 NW; hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
MARYLAND							
Aberdeen	P	0,8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4,8 WSW; riv NE	30	1	30-*L- S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4,67-S5-W	F4	No Mil Maint. 2-way rdo rgrd.
(NG,A)" Harbor	P	6 SE; riv SW	14	2	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0600. Use paved areas.
" Martin	L	10 E; plant W	18	4	h71-*L3		No public services
► " Rutherford	P	8 WNW; rd W,N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd
Chestertown, Gill	L	1,5 NNE; RR W	60	1	14		CLOSED.
" Russell	P	8 WNW; bay W	25	1	32-U	F4	
Church Hill, Kennersley	L	3,2 W; crk W	45	1	h27		CLOSED.
Churchton, Deep Creek	P	1,6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
► Churchville, Aldino	P	2,5 E; hwy S	400	3	21	F1	P-line S. Rolling.
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-S5	F1	Flares on req ngt indgs, etc
College Park	P	0,4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd. Wasnington rdo.
(PC) Crisfield	L	3 NNE; RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2,5S; riv N,S	780	3	h58-BL4-S1-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E,SSE blkd; mtn W. Ruf. Rgt tfc E.
Earleville, Fonda	L	4 NW; riv W,NW	55	1	26		CLOSED. NE, SW blkd. Rolling.
(PC) EASTON	P	2,2 N; RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3,1 NNE; RR NW	140	3	21-S3	F1	Clsd to hvy acft when wet. Rolling.
(PC) Frederick	P	1,8 E; riv N,E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S Rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs.
Glenburnie-Whipp		1 E; crk S					ABANDONED
(P) HAGERSTOWN	P	4,2 N; factory SE	704	2	h44-BL2-S3-W	F4	Use Rnwys.
Hollywood, Half Pone Point	L	3,5 E; riv E,ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Hyattsville, Queens Chapel		1,5 W; twrs NNW					ABANDONED
Laytonsville, Davis	P	2,3 N; hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0,8 WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2,0 ENE	10	1	20		P-line WNW.
Pomonkey, Maryland	P	0,2 S	170	2	32-*L-S5	F1	SSE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ►New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Rockville, Congressional	P	2 SSE;hwy F	400	2	33	F1	NE blkd. Rolling.
Salisbury, Delmarva	P	2.8 NE;RR SW	45	1	20-S5-U	F1	
(P) " -WICOMICO COUNTY	P	5.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8 SSW;hwy SW	10	1	20		SSW blkd. E/W Strip under const.
Showell, Midway	L	1.1 SE;hwy W,S					(ABANDONED).
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
Westminster	P	2.6 N;hwy E	780	2	25-S3	F3	Rolling. P-line E.
Worton, Andelot	L	4 WNW;bay W	40	3	21		CLOSED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
MASSACHUSETTS							
Adams	L	1.3 SSE;RR W	1400	1	18		CLOSED.
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F2	Hi-tension line SE; p-line E. Ruf.
Barre, Hiller	P	4.7 SSW;riv NW	599	1	40-L4-S3-U	F3	
Bedford	SEE: Boston-Bedford						
Berkley, Myricks	L	3 E;RR SW	65	2	20		S blkd, Ruf.
Beverly	SEE: Boston, Beverly						
Billerica, Shawsheen Pines	L	2.7 E;riv W	110	2			ABANDONED.
Bolton	L	2 W;RR S	380	3	25		CLOSED
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd.
► " Beverly	P	17.5 NNE	108	3	h50-*L4-S5-U	F4	Ctn-bldgs SE apch.
►(NG) " LOGAN	P	1.5 E;harbor S	19	4	h100-BL6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum, 2-way rdo rqrd, FEE, Lndg or taxi lgts rqrd for ground operns nghts.
(PC) " NORWOOD	See: Norwood-Memorial Airport						
" Revere	P	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S;hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW;pond SE	66	1	h25-BL4-S5-U	F4	
Dalton	L	1.2 ENE;RR S					ABANDONED.
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
Easton, Ames	SEE: South Easton, Ames Arpt., Mass., under "NEW AIRPORTS".						
Edgartown	P	2 S;bay E	20	4	33-S1	F1	P-line NE, SE.
(PC) Fall River	P	4.3 NNE;RR N,W	192	2	h39-BL4-S5	F3	
Falmouth		2.2 NE;rd E,SE					(ABANDONED)
" Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
► FITCHBURG	P	2.5 SE;riv S,SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC) Gardner	P	2 SW;hwy N	946	2	22-S5	F1	
Grafton		1.9 NW					(ABANDONED)
Great Barrington	P	2 W	726	3	27-S5-U	F3	ENE blkd; p-line SW.
Hanover, Clark	P	2.6 WSW;riv S	74	3	h23-S5	F1	N,NE blkd.
► Haverhill, Walker-Dutton	L	2 NNE;RR W	125	2	17		P-line NW. Ruf.
(PC) HYANNIS, Barnstable	P	0.9 N;RR E	56	3	h41-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE;riv W	165	3	h40-BL4-S5-U-W	F4	Use rnwys.
Leicester	P	2 N	1140	2	h20	F1	Ruf.
Mansfield	P	2 SSE;RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E;hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E;riv SE	9	1	23-S1-U	F1	
Marstons Mills, Cape Cod	L	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
► (F) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceiling less 1000' and/or visibility less than 3 mi.
(PC) NEW BEDFORD	P	2.5 NNW;RR S	79	2	h50-BL2458-S5-W	F4	
Newburyport, Plum Island	P	1 ESE;riv N	11	2	28-B-S5	F1	P-line NW. W blkd.
(PC) North Adams, Harriman	P	3 W;riv N	651	1	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE;lk NW	200	2	20-*L1-S5	F1	P-line SE. Ruf.
Northampton, Atwood	P	1.2 SSE;riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
" LaFleur	P	1.2 ENE;RR W	120	2	23-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC) ORANGE	P	1.5 SE;hwy SE	555	3	h50-S1	F1	
Palmer, Metropolitan	P	4.8 NNR E,SE	410	3	22-*L1-S5-U	F3	Hill NNW. Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW;hwy N	149	3	28-S1	F1	Use strips only.
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-S1-U	F2	
Revere	SEE: Boston, Revere Arpt.						
Seekonk, Providence		2.5 SSE					ABANDONED.
Southbridge	P	1.7 N;hwy E	700	2	26-S5	F1	
Springfield		2 NNE;riv N					ABANDONED.
Sterling	P	2 WSW	450	1	23-*L4-S5	F1	Lgts on 2450' of strip. No sto. P-line SE.
► Taunton, King	P	4 ESE;riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE;riv E	90	1	18-S5	F2	Hwy tfc SSW apch. P-line S.
Turner Falls	L	1.8 ESE;riv NW	365	3	31-*L1-(S1)	(F3)	SSW blkd.
(PC) VINEYARD HAVEN, Martha's Vineyard	SEE: Martha's Vineyard, Mass., under "NEW AIRPORTS".						
Wareham, Country Club	L	1.3 E;riv S	25	1	18		INACTIVE.
Westboro	P	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9 SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG) WESTFIELD, Barnes	P	3 NNE;hwy W	270	3	h70-BL4,6-S5-W	F4	
Williamstown, Fair View Farm	L	4 SW;hwy E	954	1	16		
(P) WORCESTER	P	3.5 W;hwy N	1009	3	h55-BL5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Spencer	L	3.5 NNE	1040	1	17		Ruf.
(PC) MARTHA'S VINEYARD	P	4.3 S;hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
South Easton, Ames		1 N;RR,hwy W					ABANDONED
Orleans, Skymeadow	P	1 W	20	1	17-S3	F1	Rolling.
► Hopedale, Draper	P	2.7 SE;RR ENE	269	1	h32	F2	
MICHIGAN							
Ada, Somerville	L	1 S;riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3 SW;RR N	800	2	34-*L4-S5-U	F3	WNW blkd. Use strips.
Allegan	L	1.9 E;RR S	701	3	21		E,SE blkd, P-line NW. Ruf.
(PC) Alma	P	1.3 NE;riv S,E	750	2	h25-BL4-S5-U	F2	3050' F/W Strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7 NNW;hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Collins	P	6.5 W;riv adj	669	3	h80-BL4-S3	F2	Bcn opers Oct-May.
" Scheidler		6.3 N;lk E					(ABANDONED)
► Ann Arbor	P	4 S;RR E	835	3	32-BL2-S5	F4	Soft when wet.
" Washtenaw	P	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S,E	915	1	24		S blkd.
Atlanta	L	0.8 ESE;hwy N	875	3	22		Use strips, Ruf.
Au Gres	L	0.9 NNW;RR S	590	2	20		NW blkd. P-lines NE,SE,SW. Soft-wet. Use strips.
(PC) Bad Axe, Huron County Mem'l	L	1.2 SSE;RR W	763	3	25-S1	F1	strips.
Baldwin	L	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use
Baraga	L	4 NW;hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N,S,W blkd, Ruf, Ctn-trees on strips.
Barryton	L	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W;RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S;riv W	599	3	h26-S3	F3	3600 N/S Strip avail. Use rnwys.
Beaverton	L	0.8 SW;RR W	728	2	16		
Belding	L	2.1 W;hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE;RR W,S	614	3	26	F1	NW,SE blkd; p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross	P	1.5 NNE;hwy S	642	4	h37-BL4-S5-U	F3	Embank, all apchs. Use rnwys.
Big Beaver	P	0.8 E;hwy W	650	2	24	F1	Ditch SW. Use strip N blkd
► Big Rapids	P	1.5 NW;RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
Birmingham, Berz	P	1.5 E;hwy E	730	3	h32-S1	F3	N,NE,S blkd, FEE.
Blaney Park	P	0.5 NW;lk N	710	aw	22	F1	Road crosses NNW/SSE Strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE;RR NE	685	2	22-S1	F1	Twr SW. Use strips. Strips plowed-winters
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N,S blkd. Ruf. Soft - wet.
Brevort	L	1 NW;hwy S	740	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	L	3 N;hwy E,W	1020	1	19		CLOSED, Rolling.
► Brooklyn-Memorial		4.9 SE;lk S					ABANDONED
Bruce Crossing	P	1 SSW;hwy E	1165	2	23	F2	P-line E. Soft-wet.
(P) Cadillac	P	2.5 NW;hwy E	1305	4	h27-BL2,4-S5-W	F1	
Caro	L	2.6 SW;riv SE	700	4	23-S1	F1	S,SE,NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, ant sur fld. Use strips.
Charlotte, Beach	P	1.8 ENE,RR NW	880	2	24-S5	F1	P-lines NW. Use strips.

h-paved rnwys, P-rotating bcn, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.
F-fuel octane, ► New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		MICHIGAN					
Cheboygan	L	0.5 ENE;riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-L4-S1	F2	W blkd;P-line E,S. Lgts to 0400.
Clare	P	1 NE;riv SW	840	4	26-S5	F2	P-lines S,W,SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	39-L4-S3	F2	
" Legg		1.2 NW;hwy S					ABANDONED
Comstock Park, Grand River	L	0.3 SE;RR W	625	1	20		CLOSED
Croswell-City	L	1 W;riv E	732	2	25		ESE,S,N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE;lk F	1390	3	30-(S1)	(F1)	P-lines SW, WSW.
Davison, Seely's	L	4 WSW;RR I N	780	1	18		ABANDONED
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24		E blkd.
Detroit, Burns		8.5 WSW;RR N					ABANDONED
(PC)DETROIT-CITY	P	5.5 NE	626	4	h46-BL2,3-S5-W	F4	W blkd. Rdo rcvr rqrd. Code bcn. ARPT OF ENTRY.
(NG) " -WAYNE MAJOR	P	16.9 WSW City Hall	639	4	h79-BL4,6-S5-W	F4	2-way rdo rqrd. ARPT of ENTRY
" Hance		12.3 SSE					ABANDONED.
(AF) " WILLOW RUN	P	22 WSW;riv I S	716	6	h73-BL2,3,4,6,7-S5-W	F4	FEE,2-way rdo rqrd.
Douglas, Saugatuck Douglas		1.8 S;hwy W					ABANDONED.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31	F3	S,SW blkd. P-line NE. Minor eng rprs only
Drummond-Island	L	0.5 S;bay I N	630	2	25-(S1)	(F1)	ENE blkd, Rolling.
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd, P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N;RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E,W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S, 400' W end E/W Strip soft-wet.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip. Use strips.
(PC)Empire	L	3.2 SE;hwy 1 N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2	24		P-line SW.
Farmington, Krist-Port		3.8 N;rds E, N					ABANDONED
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E,S,W blkd. Ctn-loose sand.
Flat Rock, Nan-Bar	P	1 ENE;RR N	596	1	26-S5-U	F2	P-line E,NE,Rgt tfc W,SW,Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE. NW/SE strip clsd
Flushing, Dalton's	P	2.2 E;riv SW	735	2	26-S5	F1	N blkd. winters.
Fostoria, Forrest	L	3.4 S;riv I SE	830	1	22		ABANDONED
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE. ESE. SSW. WNW. Ctn on NNE/SSW strip when wet.
Fraser, Joy		1 SE;RR W					ABANDONED
" McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N,SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Galesburg, Aviation Country Club		1.8 WSW;lk S					(ABANDONED)
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E,SE,W,NW blkd;p-line NE,3300' N/S strip lgtd dusk-2400 other req. Skis winter.
Gladwin	P	1 SSE;riv W	780	2	35-BL2-S3-W	F2	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling. rnwy,strip.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S,W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS-Kent County	P	3.5 S;RR NE	692	6	h57-BL2,4,6-S1-W	F4	NE,E,SE,SW,W blkd. Ant. NW.
Grant	L	1.8 ENE;RR E	820	3	27-(S1)	(F1)	SE blkd.
Grayling, McNamara	L	1.3 NW;RR W	1152	2	h50-B		Unattended
" Masons	L	11.5 ESE;hwy S	1000	3	39		CLOSED
Greenville	L	2.5 S;RR I E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	P	1.4 S;lk W	626	2	34-S3	F1	S blkd;p-line N. Not maintd winters.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E,W blkd,Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE,SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd;p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3 NNW;hwy E	1100	3	33		INACTIVE. E,S,W,SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2 SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hartford		1 NNW;RR SW					(ABANDONED)
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F1	P-line NE;hill W.
Hessel	L	2 N;hwy W	760	2	28		strips.
Hillman	L	2.4 NW	995	2	23		S blkd;woods N,W. 300' overrun ext N. Use
Hillsdale	L	1.6 NW;RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW;bay I S	612	3	27-*L4-S1	F1	N blkd;p-line NE,SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No sto.
" -Sands	L	2 ESE;RR SW	605	2	50		Unattended.
Houghton Hgts, Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N;pole,antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River, Campbell	L	0.8SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E,W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW,W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W;dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ishpeming-Dexter	L	7 W;RR N					ABANDONED
Ithaca, Johnson's	L	1 ENE;RR S	750	1	23		Use strip. Soft when wet. gross wt. P-line S. Use rnwys.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F1	Rnwys 9-27, 18-36 rstd 12,500 lbs.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd, Anten. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F3	P-lines W,SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 W;NW;RR SE	1020	2	26		N,E,W blkd,Ruf.
Lake City, Homes Acres	P	2 ESE;RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW. Ctn-oil derricks.
L'Anse, Muzzy's Lodge	P	2.3 SSE;RR E	966	3	23-S1	F2	P-line NE,SE. Soft spots. Skis-winters.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd;p-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW;RR S	859	3	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 rstd DC3 acft and
Lapeer	L	2.4 ENE;lk W	830	4	34		P-line N. Use strips. Soft-wet smaller,
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd;p-line W. Soft when wet,
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE,ESE,WSW,W,WNW blkd;p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd;p-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Litchfield, Lamm		2 N					ABANDONED
Loretto, Norway Township	L	2.4 S;RR 1.5 N	860	2	21		ABANDONED
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	L	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE;twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	P	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mackinaw City	L	4.1 S;RR W					ABANDONED
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S Strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/S Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3 ENE;RR S	678	2	30		SW blkd;p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd. Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE,SE,NW blkd. Ruf.
Marion, Hi Point		3.5 W;riv SE					ABANDONED
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd, Rolling. Use strips. acft.
Marquette-County	L	8.0 W;hwy S	1415	2	27		Not maintained winters. Clsd to wheel
(PC) " SAWYER	P	14 S;RR W	1181	1	h35-BL4-S3-U-W	F3	Use NE/SW strip emerg only. Use rnwys
Marshall, Brooks	P	1.3 S;hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft Strips under cultivation
(PC)MENOMINEE-County	P	1.5 W;RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N. sto. fuel Sun.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N. Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
PC,Monroe, Custer	P	2.5 W NW;hwy S	614	1	h26-BL4-S5-U	F3	
" Navarre		2.8 NE;RR W					ABANDONED
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd, P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	5.5 S;lk N	628	4	h50-BL2,6-S5-W	F4	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
" Northside	L	5.4 NNE	650	3	32		CLOSED
Napoleon, Maule	P	0.8NW;bet RR,hwy	972	3	29-S5	F1	N,NW,S blkd;p-line W. Use strips. Trees SE.
Newaygo	L	0.8SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2 NW;rd S	600	2	18		N,S,NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE,SW blkd.
New Hudson, Knapp	L	0.5 SW;RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2 S;lk SE	588	2	29-L1-S1	F1	SE,SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE;bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
Ontonagon, Schuster	L	1.3 SE;rd N	687	2	21		CLOSED. NNW blkd.
(PC)Owosso-City	P	2 E;riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-BL2-S3-W	F4	First 500' E end E/W Rnwy clsd;also clsd ngts. Use rnwys, strips.
Petersburg, Ensign	L	1.8 ESE;RR 1 W	680	2	26	(F1)	E,S blkd. Ctn-sand-erosions.
Petoskey, Northgate		1.2 SE;crk SW					(ABANDONED).
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		strip under water. NE blkd. Ctn-Oil drilling NW,E end NE/SW

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane, ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Plainwell, McKay		1.5 W;riv N					ABANDONED
" Otsego-Plainwell	L	1.5 N;riv NW.	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE;RR E	700	4	25-*L-S5	F3	NW blkd; p-lines NE.
" Triangle	P	1.5 ESE;lk N	700				ABANDONED
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL2,3-S5-U	F4	UNICOM opers 0700-2200; other hrs on req. 3000' strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv NE.	585	3	27-S5	F1	NE.SSE.SW blkd; hill N Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW;hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N;riv N	1150	3	25-S1	F1	N, SW blkd. Use strips
Quinnesec, Northland	P	1.8 ESE;RR N					(ABANDONED).
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rexton	L	1.9 WSW;RR N	850	2	22		N, E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE;lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru Oct.
Romeo	P	2 E;lk E	730	2	33-S3	F1	S blkd; p-line N. Soft when wet.
" Kuntsman	L	4.9 SE;dam NE	680	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE;RR NE	1100	2	42		E, W blkd. /Bcn on req
Saginaw	P	4.5 E;RR S, N	601	3	33-B-S3	F3	E, NW blkd; p-line SE. Use strips.
" Barry	L	3 WSW;riv S					(REPORTED ABANDONED)
" -Skyhaven	L	2.5 N;riv 1.5 E					(ABANDONED).
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h36-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf. Ctn-hole at strips intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S3	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
St. Johns	L	2.7 SW;RR N	760				(CLOSED-CONSTRUCTION).
Saline	P	1.8 SSW;hwy NW	820	2	19-*L-S1	F1	CLOSED
Sandusky, Williams	L	5.5 S;hwy E	780	1	16		/rnwy only
Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips Winter-E/W
(AF) " -KINROSS	Airport now Army Installation						Bcn, 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
(PC)Sebewaing	L	0.7 W;riv N	584	2	18-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4 S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stanbaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE;RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h26-L	F3	P-lines E, S.
Tawas City	L	1 WSW;rd S	595	3	22		INACTIVE. SE blkd; p-lines S, SW.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.
Thompson, Al-O-Ray	L	0.6 W;hwy S	650	2	16		NE, SE, SW blkd; p-line NW.
Thompsonville	L	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2 S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Utica, Wings	P	2.8 SSW;RR 1 E					ABANDONED.
Vassar, Welsh	P	4.3 ESE;RR 1.5 N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.6 W NW	625	2	23-S5	F1	N, W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, Hartsell	See Garden City, National						
Wellston, Manapine		2.5 NE;riv N					ABANDONED
West Branch	L	0.7 ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5 ENE;riv NE	950	3	34		W blkd. E/W Strip rolling, ruf. Use strips.
" Ogemaw		6 SE;RR W					ABANDONED.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wildwood, Pet-O-Se-Ga		1.8 NW;lk NW					ABANDONED
Wixon, Spencer	L	0.8 W;RR N	940	1	19		S blkd; p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv 1 NE	738	4	23-*L4	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Rapid River, Del's	L	0.3 N;riv E	590	1	15		end N/S Strip. Knoll N, NE.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N
Tecumseh (new)	L	4 NE	793	2	33		
Montague, Ottiger	L	3 N	700	3	28	F1	Trees N, E, S. P-line W. Attnd evenings & wk-ends.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Reed City, Miller	P	0.5 N	1040	1	25-U	F2	Unicom 0800-1700
Garden City, National	P	5 W	675	2	16-S5	F2	P-line NE.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7 ENE;riv W	1204	1	24		Use strip.
(PC) Albert Lea	P	2.3 N;hwy E	1244	2	h36-S5	F1	
(P)ALEXANDRIA	P	2 SW;lk NW	1425	4	h57-BL4-S3-W	F4	P-line NE.
Anoka	P	1.2 SE;riv 1 SW	896	3	38	F3	Ruf. Use N/S Strip. Rgt tfc S, W, SW
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F3	NE/SW Strip soft.
Backus	P	0.6 NE;hwy E	1335	1	26-S1	F1	
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F1	ARPT OF ENTRY.
(P)BEMIDJI	P	3.8 NW;hwy S	1395	4	h57-BL4-S3-W	F4	
" -Port-O-Wilds	P	9.4 NNE;hwy SE	1350	2	21-B-(S5)	F1	NE, NW blkd. Use strips.
(PC)Big Falls	L	2.5 NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N;lk E	1346	1	25		
Blooming Prairie		1.5 N;hwy W					(ABANDONED)
(PC)Blue Earth	L	3 S;RR E	1102	3	23		
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F3	Beacon oper. prior req.
Cleveland, Lake Jefferson	P	4.7 SE;NE bay of lake	1000	1	20	F1	NE blkd.
Cloquet	L	2.5 WSW	1278	3	32	(F1)	
Coleraine	L	0.8 SSE;lk adj.	1406	1	22		CLOSED. Rolling.
Cook	L	2 S;RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30-S5	F1	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W;RR N	1396	3	35-S1	F1	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE;RR N	1299	2	23-U		/Overrun lgts.
(AF,NG)DULUTH	P	6.5 NNW;hwy 1 S	1430	3	h90-BL4,6,7-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Ely	L	1.2 E;lk NW	1425	2	24		P-line SW, NW. Use ctn.
Erskine	L	2 ENE;lk S	1241	2	25		ENE blkd. Use strips.
(PC) Eveleth-Virginia	P	3.5 SE;lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E;hwy N	1161	2	h22- L-S5-U	F3	3000' strip avail.
(PC)Faribault	L	3 NW;lk 1 W	1052	2	h21-(S5)	(F2)	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W;riv E	1185	3	h40-BL4-S5-U	F3	
Fosston	L	1.5 NW;RR SW	1270	2	23	(F1)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1254	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24	(F1)	Use strips.
(PC)Grand Marais-Devil Track	P	5.5 NNW;lk S	1658	1	26	F1	Attended summers.
(PC)Grand Rapids	P	2 SSE;riv NE	1302	3	32- L4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	4	30-B-S1-U	F2	Closed Nov. - April.
Greenbush	L	1.1 SSW;hwy NW	1070	2	26	(F1)	
Hallock	L	1.2 NNE;riv W	800	2	20	(F1)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F1	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2,3-S5-U	F3	
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Lake Bronson	P	0.5 NE	960	3	26-S1	F1	P-lines S, W, NW.
LeSueur	L	1.5 S;riv W	850	2	24		Rolling.
(PC)Little Falls	L	1.8 ESE;hwy W	1118	2	30		Closed.
(PC)Littlefork	L	1.8 WNW;riv E	1145	2	23		N/S Strip ruf.
Madison	P	1 S;hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W;RR S, E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE;riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	L	0.8 N;hwy W	1227	2	23		Use strips.
(PC)Minneapolis, Flying Cloud	P	13.8 SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " -Crystal	P	9 NNW;RR W	869	4	h25-BL4-S5	F3	
AF,NG) " -ST. PAUL INTN'L (Wold Chamberlain)	P	6.5 SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 17-35 perm. clsd.
" University of Minnesota		11.5 NNE;hwy W					(ABANDONED)
" Victory		9 N;riv E					ABANDONED.
Montevideo	L	2.2 NNE;hwy W	1036	2	25	(F1)	Use strips.
Monticello	P	1.3 NNE;riv SSW	940	2	36-S5	F1	P-line S. Use strips.
(PC) Moose Lake	L	3.3 SW;lk W	1075	1	25	(F1)	
(PC)Mora	L	1.2 NE;lk N	1012	2	25		NW/SE Strip ruf. P-line SE.
Morris	L	3 SW	1134	4	31-S1	F1	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W;hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW;lk SW	1231	1	32-S3	F1	N blkd. Use strip. 91 oct avail on call.
Northome	L	2 NE;lk S	1427	2	20		
Onamia, Bay View		5 NE					ABANDONED.
Ortonville	L	1 ESE;hwy S	1095	2	24		
Oslo, Hoff	L	2.8 NE;riv W	800	2	20	(F1)	Use strips.
(PC)Owatonna	P	2.9 NW;hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Park Rapids	P	1.7 SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	L	1.8 NW;hwy NW	1370	2	25		Rolling.
Pine River	L	1 WNW;RR NE	1313	2	20	(F1)	
(PC)Pipestone	P	1 SE;RR E,W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300
Plummer	P	3.5 SSE;RR E	1120	1	22-S1	F1	
Red Lake Falls	L	3.5 NE;hwy W	1066	1	20		
(P)Redwood Falls	P	1.8 NE;riv l,5 NE	1022	2	22-B-S3-W	F2	22-B-S1-W
(P)ROCHESTER, Lobb Fld	P	1.7 SSE;RR W	1041	4	h45-L2,3,4-S5-W	F4	Code bcn. P-lines N,NE,SW
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERG ONLY). Very ruf.
Roseau	L	1.6 NW;riv E	1040	3	35		P-lines N,W.Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F1	P-lines N. W.
(PC)St.Cloud,Whitney Mem'l	P	1.5 NNW;riv N	1039	3	h40-BL2-S5-W	F3	Ctn all ngt lndgs.
(NG)St. Paul, Holman	P	1.5 SE;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft.
" Lake Elmo	P	10.2 ENE;lk W	925	2	h23-*L4-S3	F2	
St. Peter	L	2.4 NNW;riv E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE;riv W	1253	2	28-S3	F1	
Sherburn	P	2 WNW;hwy S	1300	1	21-S3	F1	P-line SE.
Silver Lake	P	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	L	3.3 SSE;hwy W	1004	2	26		
(PC)South St. Paul	P	1.8 S;riv l NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9 SW;hwy N	1073	2	22-S3	F1	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	F2	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F1	P-line NW,SE. Use strips.
Staples	L	1.5 NNW;RR SSW	1298	3	22		Use strips.
(PC)THIEF RIVER FALLS	P	3.6 S;riv W	1115	2	h39-BL4-S5	F1	Lgts prior req after 2400
Tofte, Gervais	L	1.2 NE;on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	1	26-S3	F1	P-line N. Use strips.
Tyler	L	1.4 NW;RR SW	1742	3	21	(F1)	P-line SW.
(PC)Wadena	P	1 E;RR NW	1350	4	32-S3	(F1)	P-line S,SE,NW
► Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F1)	
Wheaton	P	3 SW;crk N	1022	2	20-S1	F1	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC) WINONA	P	3.8 NW;riv N	656	3	h40-BL4-S5	F3	
(PC)Worthington	P	1.6 N;lk 1.5 SSW	1572	4	31-S5	F2	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stephen	L	1 NE	830	1	22		
Red Wing	P	2.5 NE;hwy N	770	2	21-S3	F1	P-line N,Ruf,Rolling. NoStorage. Maj eng rprs only.
White Bear Lake -Benson	P	2.5 N	950	1	20-S5	F1	Use strips.
Walker	L	5 NW;lk E	1364	1	4b		
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
(PC) Minneapolis, Anoka Co.	P	12.5 NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
St. James	L	2.3 E;hwy S	1068	1	27		Ctn-wet.
Melrose-Riverside	L	1.2 NW;hwys,riv N	1215	1	34	(F1)	Gravel pit NW end.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
Howard Lake, Frank	L	2 SW	1050	2	15		P-line N of N/S strip.
Monterey, Tri-Mont	P	1 S	1250	2	24	F1	NE,SE,NW blkd. Use strips.
Litchfield	L	1 N	1116	1	28-S1		
Princeton Mun	L	1W;hwy N;RR E	983	1	23-L4-W	F1	
Fertile	L	2.3 N		1	24-S3	F1	
Karlstad	L	1.1 W	1025	1	26-S1	F1	
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW;hwy E	239	3	30-(S1)	(F1)	W, NW blkd, p-line N. Ruf. Soft when wet.
							Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW;hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Baldwyn	L	0.5 E;rd S	380	2	14-(S1)		Soft-wet,E/W Strip ruf,Cattle-fld.
Belzoni, Turner	L	2 SW;hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Beulah, Dossett		0.5 SE;hwy W					ABANDONED
Biloxi, Rogers	P	4 NNE	46	1	27	F1	Rgt tfc N.
Brookhaven	P	3 NE		1	30-S1		Soft when wet
Canton, Lutz		1.3 NNW;RR E					ABANDONED
(PC)Charleston, Paynes		7 SSW;rd 1 E					ABANDONED
(PC)CLARKSDALE,Fletcher	P	8 NNE;hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland,Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd,P-line W Sides of strips soft-wet. Rnwy lgts on prior req after 2400
Columbia	L	3 NNE;rd W	110	1	26		
Corinth, 7, MEM-TPA	P	5 WSW;hwy N	418	2	39-BL2		
Crosby		2.5 W,rd N					(ABANDONED)
► " Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd,Ruf.
Egypt, Ball	L	1.8 S;hwy E	300	1	26-(S1)	(F1)	

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5 ESE;RRS	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No Storage. Soft-wet.
" Cypress	P	2.4 SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	L	4.3 E;hwy S	118	1	41		Irregularly attended. No serv to public
(P)GREENWOOD MUNICIPAL	P	2.3 SW;RR E	129	3	h40-BL4-S3-W	F3	P-lines E,SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N;RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;ba you N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
" Glendale		5 NNW;hwy E					ABANDONED
(PC)Hazlehurst-Copiah County	L	1.8 E;hwy N	460	1	24		
" Kaywood Plantation	L	8.2 SW;rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16-34R clsd to hvy acft.Use rnwys.
" North Jackson		6 NE					(ABANDONED), emergency only.
Kosciusko	L	1 WSW;RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in
(PC)LAUREL	P	3 SW;hwy SE	235	3	h50-BL4-S3	F3	
Leland, Checker	L	3.6 SSW;hwy E	118	1	16		Irregularly attended. P-line N.
" Lakeview		1.5 SE;lk E					ABANDONED
" Tate	L	1 NNE;hwy E	119	2	13		Ditches across E/W Strip-unusable. Soft when wet.P-lines SSE,NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE,N blkd.
Lucedale, Eubanks	L	4.6 NE;rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S,W. Rolling.
Madison, Campbell	P	1.6 SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5 E;RR,hwy S	425	1	20		INACTIVE
(P)McComb-Pike County, 8C. MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rgt tfc SW.
(NG)MERIDIAN, Key	P	3 SW;RR N,E	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
" Downer	L	9 NNE;hwy E	480	1	h32		CLOSED. Cattle-fld.
► Merigold	P	0.8 N;hwy W	142	1	16-S3	F1	Soft-wet.
Natchez, Air Park	P	2.5 NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-U	F3	
Newton, O'Keefe	L	1.5 ESE;rd N	363	2	22		INACTIVE
Nitta Yuma, Davis	P	0.5 SSE;RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S;hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4	F1	Cattle on field.
Perthshire	L	0.4 S;hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3 NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwy E	75	1	22		P-line N,S.
Pickens, Presley's	L	1 NNE;RR E	230	5	23-(S5)	(F1)	W,NNW blkd;p-line N,NE,E,S.Cattle-fld.
Pontotoc, Spook		2 W;hwy N	440	2	13		(ABANDONED)
Quito, Kimbrough		0.4 WSW;hwy E					ABANDONED
(PC)Raymond, Williams	P	3.5 NNE;RR SE	244	3	h40-BL4-(S1)	(F1)	
Ripley	L	1.8 W;hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Scooba		0.5 NE;RR W					ABANDONED
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd, Ruf.
Starkville, Oktibbeha	P	8 ENE;hwy E	250	3	30-S3	F1	
Tunica, Mocarter	L	7.5 NNE;hwy W	210	1	19		INACTIVE
(PC)TUPELO	P	3 W;hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use runways.
Tutwiler, Strange	L	0.7 SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd,Soft when wet.
(PC)Union	L	1.6 NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmt'd 30,000 lbs for sing.wheel acft. Strips ruf. P-line SE,NW,SW.
Walls, Sanders		1.8 S;hwy NW					ABANDONED
Winona	L	1 SSE;RR W	370	1	27		Very ruf.
Winterville	P	0.5 W;hwy W	122	2	24-S3	F1	E blkd. Soft when wet.
(PC)Yazoo City, Barrier	P	2 N;RR E	110	2	32-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Columbus,Waterworks AF Aux		4 NE					(ABANDONED).
(AF)Starkville	L	2.5 SW;RR NW	325				Caution
Bay St.Louis-Hancock Co.	L	2 W;hwy S	10	1	22		Ctn when wet. Use at own risk.
Benoit, Speakes	L	2.5 S;riv NW	135	1	43		
Columbus, Lowndes County	P	3.2 SE;hwy W	186	1	h40-BL4-S1	F3	Max indg wt 15,000 lbs sing.wheel acft
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft-wet.
► Lyman, Woodome	L	3.5 W NW	110	1	20		
► Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call, Unatnd winters.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
(PC)Albany-Memorial	L	0.8 W NW;riv W	850	2	24		Ctn when wet. Use strips.
Bismarck-Memorial	L	1 SE;RR N	1038	1	24-(S1)	(F1)	Use strip. Ctn when wet.
(FC)Bolivar-Memorial	L	1W;hwys N	1116	2	25		W blkd. P-line NNE. Ctn wet. Use strips.
Boonville	L	1.5 NNW;hwy E	590	2	22-(S1)	(F1)	E blkd;p-lines W,SW. Use strips. Unusable when wet.
Bowling Green	L	2.3 NNW;hwy E	882	2	22	F1	S blkd. Use strips.
(PC)Branson-Memorial	L	4 W	1053	2	22		W blkd. Ctn when wet. Use strips.
Brookfield, Browne's	L	2 WSW;RR 1 N	800	2	26		N blkd;p-line E. Use strips. Ctn-wet.
Brunswick, Elliott	L	4.3 NE;hwy W	700	1	12		Use strip.
Butler	P	2 N;RR W	870	1	25-W	F1	
(PC)Cabool-Memorial	L	0.3 NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
Cameron	P	2 E;RR NW	1050	2	21-S1	F2	P-line N. Use strips.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, Soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5 SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S;hwy E	1083	2	h20-BL4-S5	F1	P-line S. Use rnwy. strip.
Caruthersville-Memorial	P	1.4 SW;RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE;RR N	780	3	h25-BL2-S5	F3	4000' strip avail. E blkd. 15' hill E apch
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N,S,NE,SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips. Use rnwys.
DeSoto, Cole	L	8 S;lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4 SSE;hwy N	315	2	h45-BL4-S5	F1	Rgt tfc to N,NE. Use rnwys tfc NNE/SW
Eldon-Model	P	0.9 NE;RR S	910	2	22-S1	F2	SSW blkd;p-line E,ant W. Use strips. Rgt
Elmo	L	0.4 S;RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle-fld. Use strips.
Farmington	P	1 ESE;hwy N,E	920	3	32-BL4-S5-W	F3	Rgt tfc N,E,SE. P-line E,N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	SSW blkd. Ruf, weeds. Use strips.
(PC)Gideon	L	1 SE;rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	P	3 WNW;channel W	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE;lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 W NW	735	3	26-B-S3	F2	Use strips
Harrisonville, Mid West	L	3.4 S;hwy W	900	1	18	(F1)	Use strip. when wet
(PC)Hornersville	L	2 W;RR SE	270	2	h20		P-line N. 3500' N/S Strip avail. Use rnwy.
(PC)Houston-Memorial	L	0.8 NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip. Usable width 65'
Independence	P	4.5 ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf.
(PC)Jefferson City-Memorial	P	1.3 NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail. P-line S.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h42-BL2-S5-U-W	F4	Use rnwys.
Kahoka, Montgomery	P	0.4 ENE;RR S	700	2	20-S1	F1	P-lines NNW and SSE. Use strips
(P)KANSAS CITY	P	5 NNW; riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Take-off and lndgs prohibited on rnwy 17.
(AF) " Grandview		Arpt now Air Force installation.					
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F1	N,NNE,NNW blkd. Rolling.
" Thirty First St.	P	4 E;RR E	756	2	24-S5	F2	Rgt tfc N. Use strips.
(PC)Kennett	P	1.3 ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	L	2 W;RR N	1050	2	h26		N blkd. Use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F1	E,NE,S blkd. W 1000' E/W Strip ruf.
Lexington	P	3 NW;hwy NE	690	4	30-S5	F2	S blkd;p-line W,NW,SW. Soft-wet.
Linn Creek-Grand Glaize Memorial		See: Osage Beach, Linn-Creek-Grand Glaize Memorial					
Macon, Power	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Closed civil aircraft.
(PC)Marceline	L	1.3 N;hwy E	874	2	24		Use strips. N blkd.
(P)Marshall-Memorial	P	1.3 S;hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S Strip ruf
Marshfield, Skyline		1 NE;hwy N					ABANDONED
(PC)Maryville-Memorial	P	2.2 WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy. strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S Strip E end of fld clsd. W blkd. 2800'
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling. strip avail.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE,SE. Use rnwys.
Monett	L	1 NE;hwy S	1392	2	27-S1	F1	Use strips.
Neosho	L	2.5 SW;hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2 ENE;RR N	882	2	h25-*L4-S3-U	F1	N,W blkd. 3550' strip avail. E/W strip soft when wet.
New Florence, Boone's	L	1.7 SSE;hwy N					ABANDONED.
Noel, Kenwood		2.4 SW;hwy 1 N					(ABANDONED).
Owensville, Depperman	L	0.7 NNW;hwy S,E	960	3	27		NW,W blkd. Use strips. Soft-wet.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use rnwys.
(PC) Poplar Bluff, Fields Mem'l.	P	4.3 E;hwy S	330	1	h40-BL4-S3	86	Use rnwys.
Portageville, Fuller	L	1.2 N;rd E	280	2	25-(S1)		E blkd. Ctn-ditch N,W.
Rockport, Luhrs	L	4.2 S;hwy W	900	1	16		Caution. Use strip
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1231	2	28-S5	F1	P-line S,W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.7 N;hwy 1.9 ESE.	470	3	30-L2-S5	81	Use strips.
" Kratz	See: St. Louis, Mo., Surburban Arpt under "NEW AIRPORTS".						
St. Clair Mem'l	L	1.4 ENE	750	2	21		E,SE,W,NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH, Rosecrans	P	4 WNW;riv SW	822	3	h60-BL2,4,5,6-S5-W	F4	Use rnwys.
(N, NG)ST. LOUIS, Lambert	P	10.8 NW;hwy W	558	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys avail.
" Meramec	P	12.5 SW;hwy S	450	3	25-S5	F1	Rgt tfc W,S,SW. Use strip 2900' E-W strip
(N) " Smartt	L	22 NNW;hwy S	438	8	h20-S1	F1	Clsd transcient acft. Tests conducted.
" Parks Metropolitan	P	3.5 SSW E St. Louis, Ill.	413	3	h16-BL4-S5-U	F3	4000' strip avail Rgt tfc take-off N,W, NE,NW.
" Weiss	P	11 SW	442	3	h28-L4-S5-U	F1	W blkd. Use gravel strip-wet. Rgt tfc E,N
Sedalia	P	6.3 NW;RR S	824	2	30-S5	F2	P-line S,SW,N/S ruf. Use strips.
(PC)Sedalia Memorial	P	2.3 E;hyw S	908	2	h20-B	F2	Use rnwy only. Turf soft. Own risk.
(PC)Seymour, Owen	P	3 NE;Orchard SE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling ruf. Land at
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips
(PC)Slater-Memorial	L	0.8 WNW;hwy N	846	2	21		Unattended
(P)SPRINGFIELD	P	5.5 WNW;RR NE	1267	2	h56-BL4-S5-U-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5	F1	Hvy aircraft use strips only. Fence W.
" McFarland		4 SSE;hwy E					ABANDONED
Stanton, Meramec Cavern	L	0.5 SW;hwy E	875	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5 WNW;bayou N	258	2	h40		Use rnwys. Use strips.
(PC)Sullivan-Memorial	P	1.3 SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle.
(PC)Tarkio, Peterson	L	1.2 E;RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy. strip.
Taylor, Doc's	See: Doc's Arpk under Quincy, Illinois.						
Trenton, Embry		5 SSE;hwy E					(ABANDONED).
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips. Usable width 100'.
Versailles	L	1.7 ENE;RR N	1050	3	21		N,NE,SE,NW blkd. Use strips. Ruf,
Vichy, 60, AMA-STL	P	1.5 NNW;hwy S					Perm discontd. rolling.
Warrensburg, Sky Haven	P	3.7 WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
(PC)Waynesville-Memorial	P	0.7 E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft-wet. Use gravel strip
W. Plains, Sky Haven	L	2.4 NW;RRE	1102	3	22-(S1)	(F1)	W blkd. Rolling. Golf rng E. Use strips.
(PC)Willow Springs-Memorial	L	0.6 E;hwy S	1252	2	25	(F1)	SSW blkd;p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet. Rgt tfc pat.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip
Stanberry, Enyart	L	1.2 NNE;hwy W	1000	2	20		Cattle on fld. Soft when wet.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
Passaic, Cushard	L	2 E;RR,hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip
(PC)Osage Beach, Linn Creek-Grand Glaize Mem'l.	P	2 mi N	875	1	30	F1	Attended week-ends only.
(PC)Excelsior Springs Mem'l.	L	1.6 ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Buffalo	L	0.6 NE;hwy W	1120	1	19		Use strip.
Kirbyville, Big Bass Lodge	P	3 ESE	913	2	26	F1	
St. Louis, Starling Arpk	L	14 SSW,riv N	420	2	23	F1	P-line E edge. Trees W,SE.
Hayti,	L	1.5 SE;rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
St. Louis, Suburban	P	16 NW	442	2	32-S5	F3	P-line S.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
MONTANA							
Augusta	L	2.8 SSE;hwy W	4118	4	30		P-line W.
(PC)Baker	L	1.3 SE;lk N	2990	3	33-S1	F1	N blkd;p-line S,W,NW dams E,SE
Basin Creek USFS	L	24 NE;Seeley Lk in crk bend	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25 NNE Seeley Lk;riv S	4650	1	29		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips
Big Timber, 13-A,HLN-MPS	P	2.5 SSW;hwy N	4493	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h88-BL3,4,6-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S,W	3500	4	29		NE, NNE blkd. Cattle on fld.

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Black Bear USFS	L	39 NNE Seeley Lk;riv adj E,S	4200	1	22		CLOSED.
Bozeman		0.9 N;RR N					ABANDONED
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL2,4-S5-W	F3	
Brady, Woods	P	23.5 E;rd S,E,W	3350	4	24-S5	F1	
Bridger	L	0.3 W;RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwy NW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6 W;RR N	2410	1	25	F1	No storage.
(PC)Choteau	P	1.2 NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3 E;RR,hwy N	2424	2	26		Ctn-holes, Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W, Rgt tfc E, Ruf.
Condon USFS	L	19 E Ronan; riv S W	3690	1	27		
(PC)Conrad	P	1.2 W; rds N, S	3537	2	30-S1	F1	Caution when wet.
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet, Cattle-fld, P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv I E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Deer Lodge	L	1.5 W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	37-BL2-S3-W	F2	
Dixon	L	1.3 W;RR N	2510	1	25		Hill ENE. Soft when wet.
Drummond	P	4 SW;hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5 ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportsman's	P	1 NW;hwy E,S	4965	1	36-S1	F1	Ruf.
Eureka	L	2.7 NNW;rd N,E	2660	1	30		
Fairfield	L	1 N;RR W	3690	3	36		Muddy when wet.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
(PC)Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark-2400
Fort Peck	L	1.6 W;hwy S	2295	3	33	(F1)	
Frazer	L	0.7 NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2 WNW;hwy N	5300	1	36-S1	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8 W Choteau;	5350	1	26		CLOSED, Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY.
Gregson, Rainbow Skyport	L	1 N;RR E	5030	2	40		INACTIVE, ENE, WSW, NW blkd, Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	P-line S
Harlem	L	2.3 NNE;rd E	2560	3	24		Cattle-fld, Ctn-SW corner NW/SE strip
(PC)Harlowton	P	1.5 NW;rd S,W	4214	3	29-BL2-S1	F3	
(PC)Havre-City-County	P	4 WSW;RR 1 N	2580	3	h47-BL4-S5-W	F3	ARPT OF ENTRY.
(P)HELENA	P	1.9 ENE;hwy S,W	3862	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs single wheels. Rnwy 11-29 rstd 70,000 lbs dual wheels. Rgt tfc W, SW, NW.
" Herrin	L	7.6 N;RR SW	3650	2	31		P-line N. Ruf.
Helmville, Wineglass Rch.	L	2 SSE;crk 1 E	4420	1	20		Cattle on field.
Hinsdale	L	0.8 SSE;RR N	2180	1	21	(F1)	
Holbrook USFS	L	37 E Ronan; riv E	4575	1	20		CLOSED, RUF.
(PC)Hot Springs	P	2.2 E;hwy W	2763	1	25-BL4	F1	ENE end soft when wet, Ruf.
Jackson, Hirschy	L	4.3 N;rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(P) " FLATHEAD COUNTY	P	7.4 NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S,W	2096	1	27-S1	F1	
Livingston	L	1.7 E;riv I W	4666	3	40-W		CLOSED
" Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
Meadow Creek USFS	L	21 ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4--S5-W	F4	
(A)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
" Bale	P	2.3 SSW;hwy NW	3186	3	38-S5	F3	ABANDONED
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd, Cattle on fld.
Ninemile USFS	L	3 E of Stark	3363	1	23		
(PC)Opheim	P	0.2 W;RRS	3260	3	31-BL4		
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE;RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW;riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, 0 N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	2	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW;rd N	5600	2	37-S3	F1	P-line SW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Richey	L	0.5 E;RR N	2490	1	20	(F1)	Ctn-gopher holes, Ruf, P-line W,
Richland		0.2 S;crk N					(ABANDONED).
(PC)Roundup	P	1.8 N;hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4		P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4655	1	24		Rolling.
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley Lake, Double Arrow		3.5 SE;Crk W					ABANDONED
" USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.5 NW;rd S,W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1 S;RR SW	2762	1	34-L4-W		Code bcn.
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)	(F1)	Ruf, Cattle on fld.
Terry	L	1.1 SSE;Canal N	2260	2	26		E blkd;p-line ESE, Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE, RR N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B	F1	P-line S, Use rnwys, Ditches, vegetation,
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes.
Turner	L	0.5 NNE	3040	2	28		
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
(PC)Valier	P	0.6 S;lk S,W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W, Cattle on fld.
(PC)W. Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheel acft winter mos.
Whitehall, 36A, SLC-GTF	P	6.7 SW;RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		Wend E/W strip ruf. P-line E.
(PC)WOLF POINT	P	3 E;hwy N,E	1980	1	48-BL4-S5-W	F1	P-line NW.
" Anderson	P	0.8 NW;RR S	2040	1	25-83	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical alignment)							
West Yellowstone, Watkins Creek Ranch	L	13.8 NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		W blkd;p-lines E, SW, Ruf.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.3 N;hwy W	3069	1	34		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
Marlowton, Baxter	L	9SSW;hwy W	4520	1	34		Use strip.
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW;RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4 NW	1807	1	12-*L4-S3	F1	DANGER-SHORT FLD. E blkd. Use strip
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5	87	Use rnwys, Lgts N/S Rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd. Soft-wet. Use strips.
Arnold		0.4 NE					(ABANDONED).
Auburn	P	2.7 E;riv SW	932	3	20-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora, Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet. Use E/W strip.
(PC)Beatrice	P	2.5 N;hwy E	1318	4	h38-BL2-S5	F1	E, NE blkd. Use conc rnwy wint. Lgt acft
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld
Benkelman	L	1.2 NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	P	3 NNW;hwy W	1079	2	27-BL4-S5	F1	Use strips.
(PC)Bloomfield	L	2 SW	1673	1	23		Soft when wet.
Brainard		5.5 SW					(ABANDONED)
Bridgeport, Beyers	P	3 NW;RR S	3693	3	29	F2	Clsd Oct. thru Apr.
Broken Bow	P	2 N	2530	3	30	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E;hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd;p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W;hwy S	3312	2	44-BL4-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE;RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2 NNW;dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E;hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE.	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.

F-fuel octane; ►-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC) Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip avail.
(PC) Cozad	P	1 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC) Creighton	P	1.3 ENE	1625	2	24-B-S1	F1	Use strips.
(PC) Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC) Curtis	L	2 ENE; crk l S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC) David City, 82A SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Decatur, Eagleton	L	1 S; hwy E					ABANDONED
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER SHORT FLD). W blkd. Use strip
(PC) Fairbury	P	3 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail, hvf.
(PC) Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-R-S1	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC) Fremont	P	1.4 WNW; hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd p-lines S, SW, W, NW. Use strips, Ruf.
(PC) Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips.
(P) GRAND ISLAND	P	3.6 NE; RR 1W	1846	3	h72-BL4-S5-W	F4	Use rnwys.
" Roush	L	2 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
Grant, Pankonin	L	0.5 WNW	3400	2	25-*L		S blkd; p-lines N. Use strips.
(PC) Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC) Hartington	P	1.8 SE; RR hwy W	1383	2	26-S1	F1	Use strips.
(PC) Harvard-State	P	2.7 NNE; RR S	1817	3	h77-B		
(PC) Hastings	P	2.3 NW; RR 1S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf-soft-wet.
(PC) Hay Springs	L	0.4 SW; RR N	3831	1	28-BL4		Use strips.
(PC) Hebron	P	1.4 S; hwy S	1441	3	31-S5	F1	
(PC) Holdrege	P	2 ENE; RR S	2310	3	34-BL4-S5	F1	P-line SE. Use strips.
(PC) Humboldt	L	0.8 E; RR riv S	993	2	21		P-line NE; ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P) Imperial, 17A, DEN-CRI	P	1 ESE; hwy S	3276	3	47-BL1-S3-W	F1	Use strips. Soft-wet.
Indianola, Kansas River District	L	1.8 N					ABANDONED.
(PC) Kearney	P	4.7 ENE; RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3 S; hwy E	4900	3	29-S1	F1	P-line N, NE. Use strips.
							Use strips. Ruf in spots.
(P) Lexington	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
(AF,N,NG) LINCOLN		Arpt now Air Force installation.					
" Arrow	P	4.8 NNE; hwy E	1160	2	23	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5-U-W	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6 W NW; RR E	4400	4	16		P-lines S, SE, SW, Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
McCook Municipal	P	2 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip avail.
(PC) " - State	L	8.5 NNW	2784	3	h75-B		
(PC) Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC) Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1 W; RR adj	3220	2	h19-(S1)		Use rnwy.
Nebraska City, Grundman	P	1.1 SSW; hwys E	1060	1	22-S3	F1	Cattle on fld.
(PC) Neligh	L	1.5 SSW; hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC) NORFOLK, Stefan	P	3 SSW; RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P) N. PLATTE, Lee Bird	P	3.2 ESE; riv SW	2779	3	h66-BL2,4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Oakland, Dinklage		3.8 S; RR W					(ABANDONED).
Ogallala	P	2 W; hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
" Lake McConaughy State	L	10.5 NW; lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P) OMAHA	P	3.5 NE; riv E	982	6	h70-BL2,6-S5-W	F4	LRnwy 14R-32L rstd to under 10,000 lbs. Use Rnwys.
" Clear Ridge	P	5.2 NW; RR N	1248	3	28-S5	F1	Rgt tfc when wind from SE, S. Use strips
" Durand Sky Ranch	L	8.2 NW; hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N. Omaha	P	6 NNW; h wy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
" S. Omaha	P	8.5 SSW; RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2 NW; hwy N	2100	4	35-BL4-S5	F1	P-lines SE, SW, S. Use strips.
(PC) Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Oshkosh, Buck	L	0.4 SW; hwy N	3400	1	27		E, SE blkd. Soft-wet.
Papillion, S. Omaha	See Omaha, South Omaha Arpt						
Paxton, Lierley	L	4.6 SSW	3220	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW; RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.5 NW; RR; hwy S	4387	2	22		(EMERG ONLY). Ruf, use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5 SE; hwy adj SW					ABANDONED.
Red Cloud County Dam	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan	L	2 WSW; riv 1 S	1980	1	30		N blkd. Use strip.
(PC) Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
(PC) Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED
Scotia	L	1.6 W; riv E	1930	2	22	(F1)	N blkd.
(P) SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-W	F4	Use rnwys.
(PC) Scribner-State	P	3.7 SSE; RR 1 NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P) Sidney, 50D, SLC-OMA	P	3 S; hwy N	4300	3	h28-BL4-S5	F3	Soft-wet. 4800' strip avail.
Stapleton, Brosius	L	6 SSE	3000	2	29		
Stromsburg	L	1 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
Stuart-Atkinson		SEE: Atkinson, Stuart-Atkinson under New Airports					
(PC) Superior	L	2 N; hwy W	1720	2	31-(S3)	(F1)	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE; riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 WNW; RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC) Trenton	P	1.2 NW; RR 1S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED)
(PC) Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW blkd; p-lines N, NE, S. Ruf, Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC) Wahoo	P	2.5 NE	1223	2	25-S1	F1	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR; crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC) Wilber	L	1.3 WSW; hwy N	1368	2	23		P-line N.
Wisner	L	1 E; hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.
" Heller Air Ranch	P	5 SSW; rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC) York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC) Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Enders-Dam	L	1 SE; RR NE	3130	1	26		En bank, S. Ctn-wet.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
Wakefield, Bressler	L	0.6 SE; RR NE					ABANDONED.
(PC) Arthur	L	1.3 WSW; hwy S	3700	1	27		Hill W. Use extreme caution.
Valley	L	1.4 W, NW	1145	1	22-(S1)	(F1)	
Hordville, Bankson	L	1 SW	1900	1	17		
Marquette-Carlson	L	1 SE	1818	4	23	F1	P-line N
NEVADA							
Alamo, Pahranagat	L	0.7 W	3719	2	26		Ctn-not maintd.
(PC) Austin	L	7 WSW; hwy SE	5720	2	h60		
Baker	L	2.3 SSE; hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
Battle Mountain, LeMaire	L	1 SW; hwy N	4514	3	30		N, NE, NW blkd. Use at own risk.
(P) " 35, SFO-SLC	P	4 SE; hwy N	4533	2	h73-BL4-S1-W	F2	
(PC) Boulder City	P	0.6 S; hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC) Caliente	L	19.5 W; hwy N	4864	1	h64		Not maintained.
Carlin	L	1.8 NE; hwy S	4950	2	19		Ctn-winters.
Carson City	P	3.1 NE; hwy 1,5 SE	4751	3	51-S1	F1	WNW blkd; mtns NNE, ENE. Use strips Avoid easterly 1100' WNW/ESE strip.
Coaldale	L	0.6 W NW; lk W	4575	2	26		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW; hwy W	5600	1	35		
Dunphy-Ranch	L	0.5 NE; hwy SW	4600	1	26		Use at own risk.
" T-S Ranch	L	6.8 W; RR N	4850	1	21		Use at own risk.
(P) ELKO	P	1.5 W; RR S	5136	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE.
(PC) Ely	P	3.5 NNE; hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
Fallon, Lahontan	L	1.4 SSW; hwy E					ABANDONED.
(PC) Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Ft. McDermitt	See McDermitt, Fort McDermitt Arpt under "NEW AIRPORTS."						
Gabbs	L	4 NW; hwy NE	4700	2	60		Ctn-not maintained, hazardous.
Gerlach	L	0.3 N; hwy W	3950	1	27		W&W blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5 E Moapa; hwy S	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW; hwy SW	4255	3	67-S1-W	F2	
(P) LAS VEGAS, McCarran	P	6.3 SSW; RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW; hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5 WSW; hwy NS	2650	2	50		
Lovelock	L	1.5 ENE; RR W	3936	3	37		
(P) " Derby 26A, SFO-SLC	P	9 SSW; RR; hwy W	3903	2	h55-BL4-S1-W		

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEVADA							
Lund	L	0.5 NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
Manhattan		6.2 W;hwy W					(ABANDONED).
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of strips.
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h74-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
Oasis	L	3 SE;RR E	5728	2	31		P-line E. Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
Reese River Indian Agency, Reese River		7.4 NE of Ione					(REPORTED ABANDONED).
(NG) RENO	P	1 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110'unlgtd,unmrkd trees 2200'N rnwy 16
" Skyline		2 NW					ABANDONED
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Cedars	L	17.5 ESE;hwy N	4850	1	27		Use at own risk.
" Nusse	L	18.2 ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk.NE blkd.
Sparks	P	0.6 N;hwy W					ABANDONED
" Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N.Restricted to C.A.P. use only.
" Reno Sky Ranch	P	See: Reno-Sky Ranch under New Airports.					
Stewart		0.5 W					(ABANDONED)
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Clsd winter. Use with ctn.
(P)TONOPAH	P	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
" Tambertucci	L	3.2 W NW;hwy S	5664	3	31		Rolling.
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	12.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
→(P)Winnemucca. 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
" Pizen Switch		5.8 ENE;hwy N					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Denio	L	0.3 WSW;mtns NW	4230	1	27		Rolling.Use strip.
← Beatty, 20, RIV-TDL	P	3.3 SW;hwy E	3170	1	55-BL2		Unattended.
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(P) Fallon	P	2.5 NE	3966	2	h50-BL4-S1	F2	
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
Reno-Sky Ranch	P	10.9 NE; hwy W	4528	4	50-S5	F2	Ruf.
(PC)Jean	L	1 SSW;hwy W	2633	1	45		
Pahrump Valley, Hidden Hills	P	41 W	2800	2	35	F2	
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	470	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5 N;riv W	1158	1	h50-S3	F3	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S5-U	F3	Unicom 0830-1700 xcpt Sat, Sun, Holidays
Conway-Valley	L	0.6 W NW;riv NNE					ABANDONED.
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2 W NW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin	L	1.5 SSW;RR E	360	1	20		INACTIVE. Soft-wet. Rolling.
Hampton	P	1.6 N;RR W	80	1	21-S5	F2	Rolling.
Haverhill, Dean Memorial	P	4.1 NE;RR W	570	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		INACTIVE.S 450'soft,bare S blkd,Ruf.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling SSE blkd.
Jefferson, Rogers		2.2 S;hwy W					(ABANDONED).
(PC)KEENE, Dillant-Hopkins	P	2 S;RR W	482	2	h40-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island.NS blkd
(P)LEBANON	P	3 WSW	579	2	h40-BL4-S3-W-U	F3	WSW blkd,Ditches,gulleys at ends of strips
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld. NNE
← Merrimack, Sanders	L	3.7 S;hwy E	195	4	30		Clsd Nov-May.E,W blkd;p-line SE;bushes

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h35-BL2,4-S5-U	F3	300'unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR,riv E	120	1	15-(S1)	(F1)	Rolling.Rgt tfc N.Only E side of strip usable
(PC)Newport, Parlin	P	2 NNW;riv SW	786	2	h20-S1-U	F1	
N. Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW;hwy E	320	1	20-S1	F2	Rgt tfc SE.
Plymouth	L	3.5 WNW;riv S	508	1	20		
(PC)Portsmouth	AIRPORT NOW MILITARY INSTALLATION						
Rochester, Skyhaven	L	2.6 ESE;RR E	320	.	16		Rolling. Rgt tfc N.
Somersworth, Wayside		2.4 W;hwy E					(ABANDONED).
Warren, Morse	L	1 NW;rd adj NW	780	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580				(CLOSED-CONSTRUCTION).
NEW AIRPORTS (or airports out of alphabetical alignment)							
NEW JERSEY							
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Asbury Park-Air Terminal	SEE: Neptune Township,N.J., under "NEW AIRPORTS".						
Ashland, Echelon	P	0.8 SE;RR,hwy W	100	3	28-*L4-S5-U	F3	N,NW,S,SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N.
Barrintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	27-*L4-S3	F1	S blkd. Rolling, Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S,W	250	2	24-S1	F1	E,W blkd;p-line NW.Rgt tfc NW.
(A) BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	2	h18-BL4-S3-U	F4	3600'strip avail.Shoulders soft-wet.
Blackwood		0.5 ESE;hwys W					ABANDONED
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N,W	550	3	31-S5	F3	NE, NW blkd.
Bridgeport	P	0.8 ESE;hwy N,W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Ctn-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	E,W blkd;p-line NNW,SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22;rgt tfc to NW on tk-off on Rnwy 32. Clsd Sunday,holidays Use rnwys
Camden-Central	L	1.8 E;crk W	27	3	h28	F3	No gas Sun.S 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N,S	100	2	26-*L4-S3-U	F3	NW,SE,SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet.No Storage.
Colts Neck		0.7 SSW;hwy E					ABANDONED
East Hanover, Hanover	See Hanover Arpt, under "NEW AIRPORTS".						
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv F	560	3	30-S3	F2	
" Budd Lake	P	3 ESE;hwy N	1080	3	18-S3	F1	NNE blkd. Rolling.
Hammonton	L	1.5 WSW;hwy SE	90	2	25-(S5)	(F3)	N,NW blkd,p-line SE. No sto. Soft-wet.
Hightstown	L	1.3 SW;RR NW					ABANDONED.
Keyport, Walling	P	0.8 SE;hwy N	34	1	18-S3	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE.
Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd;p-lines N,S,E,W. Rgt tfc rnwy 9,14
Mahwah, Ramapo Valley		1.2 NW;riv SE					ABANDONED.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfeld	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4,6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintd.
Moorestown	P	1 NNE;rd N,W	70	3	20-S5	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE
Mt. Holly	L	1 N;track S					ABANDONED.
" Mahalchik	L	4 NE;hwy W	60	2	20		HAZARDOUS-WET.
(NG) NEWARK	P	2.5 SSE;RR's W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE.Rnwy 6-24 clsd. FEE 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N,W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.
" North Brunswick	P	2 SW;RR E	125	3	33-*L4-S5	F3	E,SW,NW blkd;p-line NE,SE,W.No E tk-off
(PC)Ocean City, Clarke	P	1.7 WSW;bay W	8	1	34	F1	Rgt tfc S,W.
Osbornville, Ocean Co.	P	0.2 S;crk S	18	2	27-S5	F2	NNE,SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
Paterson, Murchio	P	4.5 WNW; hwy N	350	aw	28-S5	F1	
" Totowa-Wayne	P	4.8 W; RR W	185	1	26-S5	F1	No sto.
Pemberton	P	1 SSW; RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd.
Pennington	L	2 ESE; hwy S, E	230	1	21		Closed. E blkd, Soft when wet.
Phillipsburg	L	2.3 ENE; RR S	400	2	19		Rolling.
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd; brush SE. Rolling.
" Sky Manor	P	1.5 SW; rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N; hwy adj	160	2	23-*L1-S3-U	F3	SE blkd; p-line E.
"-Nassau	P	2.3 S; hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield	P	2 W; rd S, W	100	2	24-*L4-S5-U	F1	W blkd. Soft-wet. Ruf.
Readington, Solberg-Hunterdon	P	1 NNW; rd E, W	180	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S; hwy, RR E	80	2	26-S5-U	F3	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
← Robbinsville, Trenton-Robbinsville	P	1 ESE; RR W NW	115	1	31-*L4-S5-U	F3	N blkd. Use strip. Ruf.
Salem	P	1 SE; hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW; riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW; RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
TETERBORO	P	0.5 SW; rd NW	7	3	h50-BL4.5-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission.
(PC) Trenton, Mercer County	P	5 NW; RR SE	211	4	h40-BL4-S5-W	F4	PC for Navy only. N/S rnwy clsd. FEE.
Tuckerton, Mathis	L	0.9 W; lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3 SSW; lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW; hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd; p-lines E, SE. Use strips.
"-Downstown	P	4.3 NE; hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd; p-line NNE.
(PC) WILDWOOD, Cape May Co.	P	6 WNW; RR, hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer only.
(PC) Woodbine	L	2 SE; RR NE, W	39	3	h33		INACTIVE. Twin-eng acft use concrete Asphalt ext soft, broken.
Woodbury-Mantua	P	1.8 SSW; RR N					ABANDONED
Woodstown	P	3 NW; hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hanover	P	2.8 NNE; riv E	170	1	25-*L4-S3	F1	
Neptune Township, Asbury Park-Air Terminal	P	4.5 W; hwy N	100	3	26-L4-S3	F1	Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
NEW MEXICO							
Acomita, 64, LAX-AMA		7.8 W					(ABANDONED).
Alamogordo	L	2.4 Kbet RR's	4465	2	29-(S1)	(F1)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW; hwy S	4230	2	40	F3	CLOSED.
Albuquerque, Alameda	L	7.4 N; riv E	5069	2	37	(F1)	Ctn-loose sand. Use strips. Ruf.
" Del Norte	P	3.6 NE; RR W					ABANDONED.
" East Mesa		4.6 ENE					(ABANDONED)
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" West Mesa	P	3.8 W; hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE
Anton Chico, 79A, LAX-AMA	P	4, SSE; riv 2 SE	5281	2	43-BL2		
(PC) Artesia	P	4.2 W; hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2 NW; riv 2, E, S	5700	2	30		Ctn-auto trails.
(P) CARLSBAD	P	6.1 SSW; hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N; hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Cimarron		1 ESE					ABANDONED
" Philmont Scout Ranch	L	2 SSW; rd E	6385	1	36		Antelope on fld. Use strip. Ruf.
(PC) Clayton	P	1.5 E; hwy N	5050	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE; rds W	5500	2	40		E/W strip ruf. Ctn-weeds.
Clovis, Hillcrest	P	2.1 E; RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS, 34, PHX-ELP	P	0.6 ESE; RR N	4034	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW; hwy SW	6429	3	57-BL4		Ruf for lgt acft.
Cuba	L	1 NNW; hwy N	6920	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle on fld.
Cubero	L	2.4 W; hwy S	6192	2	30		Mtn N; p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE; RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(PC) Deming	P	2.5 ESE; hwy N	4314	5	h81-BL4-(S1)	(F1)	Ctn-high weeds.
" Center Aux		11 W; RR S					ABANDONED
" Cooper	L	2.7 S; hwy E	4300	1	25-*L1-S1	F1	Use strip.
Deming, South Aux		18.2 SSW; rd 1 E					ABANDONED
Des Moines, Smith	L	15.5 E	5800	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6250	3	27		Ruf.
Drolet	L	0.9 W; hwy 1 E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N; rd W	9000	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW; lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
Encino, Potter Ranch	L	0.9 NNE; hwy S	6100	4	27		Sheep on fld.
Engle, 10, ELP-PUB		2.6 E; rd N					(ABANDONED).
Espanola	L	8 NNE; hwy NW	5791	1	30		P-line E. Ctn-auto trails.
Estancia, Chadwell	L	0.6 SW; rd N	6146	2	26		Cattle-fld.
Eunice		2.2 ENE; hwy E					ABANDONED
Farley	L	0.5 SSE; RR N	6000	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW; riv 1.3 S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S; hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC) Fort Sumner	P	1.5 NE; RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC) GALLUP, McKinley Co.	P	2.6 WSW; RR N	6467	1	h50-B-S1-W	F3	
Glenwood, Whitewater Mesa	L	4 NNE	5470	2	37		
Hagerman, Michelet	L	1.9 ESE; lk E	3410	1	24		P-line N, S.
" Moore		3.5 WNW					ABANDONED
Hatch		9.4 WSW; hwy S					ABANDONED
(AF) Hobbs	P	6.7 NNW; RR NE	3707	4	h88	F3	
" Aux # 4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W; hwy N	3659	4	h54-BL4, 6-S5-W	F4	See notice under Hobbs Airport.
Hope, Flying H Ranch	L	27.6 WNW	5140	2	28		Ctn-auto trails. Ruf.
(PC) Jal-Lea County	L	2.4 ENE; Rd S.	3110	1	h36		
(PC) LAS CRUCES	P	8.5 W; hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE; RR, hwy	6886	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
" X-C Aero		2 E; rd N					(ABANDONED)
(PC) Lordsburg	P	1 SE; RR, hwy N	4286	2	82-S1	91	P-line WNW. Use strips.
" Kuykendall	L	0.8 NNW; hwy E	4213	3	28		ENE, SE blkd. Ctn-weeds, holes. Use strips.
Lovington	L	0.8 E; RR W	3985	4	36		N, S, SE blkd; p-lines NE, NW, SW, W.
" Hobbs	L	13.4 ENE	3650	2	h70		
Magdalena	L	0.8 N; RR S	6572	3	48		SSW, WSW blkd; p-line SW; mtns NE, ENE. Ctn-loose rocks.
Manuelito		2.4 NNE; RR SE					(ABANDONED).
Maxwell		1.7 N; hwy E					ABANDONED.
Mesa	L	0.5 S; hwy NE	4500	3	19		Cattle on fld.
Milnesand, Flying M Ranch	L	0.4 NNW; hwy E	4200	3	18		Use strips.
(PC) Moriarty, Longhorn	L	6.3 ENE; hwy N	6312	2	33		P-line N.
Mosquero, Tequesquite Ranch	L	10.8 NE; riv E	4520	5	25		
Mountainair	L	1.1 NE; hwy S	6500	3	28		N blkd; p-line S.
← OTTO, 74, LAX-AMA	P	6.8 NNE Moriarty	6226	3	41-BL2-W		Ctn lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W SW blkd. Use caution. Ruf.
(PC) Portales	L	2.2 W; hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE; RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S; hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE; hwy N	6850	1	18		NNE, NW blkd.
(PC) RATON, Crews	P	11.5 SSW; hwy NW	6352	2	h55-BL4		
" Eagle Tail	L	2.8 S; hwy W	6580	4	43		CLOSED. NOT MAINTAINED.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips.
Rodeo, 26A, PHX-ELP	P	7.3 NNE; rd S					ABANDONED.
(P) ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " # 3	L	18.7 S	3712	3	h70		Weeds.
(PC) Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Jon	L	0.6 NE; RR, hwy S	4040	2	27		Caution-cattle on fld. Ruf.
Santa Fe (Old)	P	6.3 SW; hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8 WSW; hwy 2 E	6344	3	h63-BL4-S5-W	F4	
" Ragle		3.7 SSW; RR SE					ABANDONED
Shiprock, Indian Service	L	1.6 SSW; hwy W	4990	2	40		end N/S rnwy. Stock on fld.
(PC) Silver City-Grant County	P	11.5 SE; RR 1 E	5443	2	h56-BL4-S1-W	F3	Ctn-erosion, ruf, soft.
Socorro	P	2.5 S; hwy E	4798	1	h58-BL4-S1	F1	Unlgtd knoll S.
Springer	L	07 NE; lk 45 NW	5835	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W; hwy S	6450	1	30		Caution-weeds.
Taiban, Ft. Sumner	L	9.8 N; hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos		1.7 SSW; hwy NW					(ABANDONED)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Taos, Zia	P	4.5 WSW;hwy E	6890	3	47	F1	
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E;hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
Vaughn		1.3 SE;hwy E					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft.
Mogollon, Negrito	L	17.5 NE	8000	1	43		P-line adjacent strip.
Grants	P	2.9 NW;RR,hwy NE	6520	1	h53-BL4-W	(F3)	
Cambray, Burris		5.2 N;hwy S	4000				(ABANDONED)
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Chaperito, Park Spring	L	8.5 SSE;riv N,F	6 00	3	36		Mtn NE. Cattle on fld.
Hatch Municipal		1 WSW;rd SE	4120	1	26		
Antelope Wells	L	5 SSW;rd E.	4900	2	34		
(AF)Albuquerque, Kirtland AFB	P	3.8 SSE	5352	4	h128-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
Mosquero, Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Tatum, Lea County		2.5 E		1	h30		
Lovington, Lea County	L	3 W;hwy S	4000	2	36		
NEW YORK							
Accord	L	0.7 N;RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W;hwy S	260	1	16		ESE blkd.
Afton, Page		1.7 NE;lk SSW					(ABANDONED).
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY. S blkd. Use rnwys.
► Amityville, Zahns	P	2 NNE;RR NE	80	2	h42-BL4-S5-U-W	F4	E,W blkd. Rgt tfc E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N;rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE when no gas purchased.
Auburn		3.7 NNW;RR lF					(ABANDONED)
(PC)Ballston Spa	L	3 N;crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage.
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-S3	F3	
Bayport, Davis-Edwards	P	1.3 NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N,NW
Bethpage, Grumman	L	0.5 W;RR NE	119	2	h66-B		(RESTRICTED TO FACTORY USE). P-line E. Rnwy 6-24 clsd.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4, 6-S5-W	F4	Use rnwys.
" Tri-Cities		SEE: Endicott, Tri-Cities					
Blasdell	L	0.7 FSE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	3	28	F1	ENE, ESE blkd.
Brentwood, Bender Brentwood		1 ENE;RR N					ABANDONED
(P)BUFFALO	P	6.1 ENE;RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N,SW. Use rnwys.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W;RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Atnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
► Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW Strip closed.
Clayton, Sunnybrook		3.4 S;rd E					(ABANDONED).
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S;riv NE	915	1	14		
Commack, Carll Sky-Ranch	L	1 S;rd E					ABANDONED.
Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5	F2	E/W strip clsd.
Corinth	P	1 SW;crk NW	620	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	360	1	14		
(P)Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W,RR N	78	2	22-S5-U	F3	NW,SE blkd; p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		CLOSED, Rgt tfc N,NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E;RR S	692	2	h40-BL4-S1		
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW Strip closed. P-line SW.
East Amherst, Steffen	L	3.5 N;hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
► East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg., S blkd; p-line N. Rct tfc when wind from S.
NEW YORK							
(PC)East Hampton	P	2.5 W;RR S	40	3	h42-*L4-S5-U	F4	P-line NNE, Ruf.
Elba	L	0.2 SE;RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld, obst lgtd.
" Harris Hill GliderPort	L	5 NW;RR N	1700	1	18		CLOSED to all xcpt soaring planes.
Endicott, Tri-Cities	P	3 W	832	2	h35-*L2-S5	F3	
Falconer	P	0.5 NNE;RR W					ABANDONED.
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		(CLOSED-RESTRICTED TO FACTORY USE). Rct tfc tk-off to S. P-line S.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	2-way rdo rqrd. Rgt tfc ldng Rnwy 32.
Ft. Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	P-line ENE.
Fowler, Ryder's	L	0.3 NE;RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W;RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Ben prior req.
" Airpark		1 W;lk SW					(ABANDONED)
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd wk-ends only. No storage
Gardiner	L	0.5 S;riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	P	3 S;lk E	550	2	25-S3	F3	
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, wk-ends. No storage.
► (P)GLENS FALLS, Warren County	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3 NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N;RR W	420	1	20-*L4-S5	F1	
Greene	P	2 SSW;riv E	935	1	26-S1	F1	Mtns E,W.
Greenville, Rainbow	L	0.8 ENE;rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE;RR E	865	2	17	F1	E,S W blkd.
Hamburg		2 NNW;hwy NW					ABANDONED
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F3	Tfc N.
Harpursville, Harmony Crest	L	3.7 N;hwy E	1360	1	18		Rolling, rocky.
Henrietta, Nylan	P	2 NNW	525	2	28-S5	F3	P-line NW.
Herkimer, Hayduk		0.6 SSW;RR N					(ABANDONED)
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Honeoye Falls		0.8 SW;RR E					(ABANDONED)
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N,ESE.
Hudson Falls		1.3 NE;hwy W					ABANDONED
Interlaken	L	0.5 S;RR NE	900	1	14		NW blkd.
(PC)Islip, MacArthur	P	8 NE;RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW;RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
► " Cornell University	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N;lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-BL4--S5	F3	
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FIELD). E blkd.
Keene, Marcy	L	2.5 S;riv E	1000	1	18		Hill N. Caution-ruf.
► Keeseville	P	1.4 S;hwy W	513	1	20-S1	F1	S blkd.
(PC)Kingston-Ulster	P	2.7 N;RR E					ABANDONED.
Kirkville		0.3 W;RR N					(ABANDONED)
Lake Placid	P	2 SE;hwy S	1750	2	35-S1	F3	
Lakeport, Oneida Lake	P	0.4 WNW;lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E;crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE;lk 1 S	1700	2	30-*L-S1		Atnd summer only.
Livingston Manor	P	0.8 SE;hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N;hwy E	380	3	20-(S5)	(F1)	NW blkd.
Mahopac	L	2 WNW;hwy S	685	1	20-(S3)	(F1)	Atnd wk-ends only. SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W;hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
Massapequa, Fitzmaurice		1.5 ENE;RR S					(ABANDONED)
► (P)MASSENA, Richards	P	2.2 E;riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE
(PC)Mastic-Flight Strip	L	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE;bay S	30	1	22-S5	F3	
Medina	L	2 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N.RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
" Starhaven		1.3 NW					(ABANDONED).
Millbrook, Van Alen		7 NE;hwy S					ABANDONED.
Millerton	L	1.5 N;pond NE					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Montgomery	L	1 SW;RR E	393	2	32-(S1)	(F1)	Atnd wk-ends only.N blkd;TV ant. NNE.
Monticello,Sullivan Co.	P	1.4 S;RR E	1500	1	36-S5	F1	SE blkd.
" The Ranch		4 ENE;riv E					(ABANDONED).
Montour Falls,Martin	L	1 NE;RR W	460	1	20		
Mt.Morris		1.2 S;RR NE					ABANDONED
Newark		1.3 NNW;RR N					ABANDONED
New Baltimore,Farley's	P	1.8 S;riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh,Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FIELD).
New City,Christie	P	1.5 N;hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz,DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FIELD).Soft-wet.
New York,Donovan-Hughes		14 SW Empire State Bldg.					(ABANDONED)
" Flushing	P	8 ENE Empire State Bldg.	4	aw	29-S5-U		SW,SSW blkd.Rgt tfc N,NW turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg.	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd.FEE.closed mil acft xcpt those carrving high govt ofls. No 80 octane avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg.	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd.FEE.Dikes N,E.Clsd to acft 105,000 lbs.Clsd to motorless acft.
" Richmond County		15.7 SW Empire State Bldg.					ABANDONED
← " Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd;p-line SE. S end N/S strip ruf.
" Staten Island	P	15.5 SW Empire State Bldg.	45	2	h35-S5	F2	
N,AF,NG) Niagara Falls	P	5 E;RR 1.4 N	590	5	h76-BL4,6,7-S3	F4	N/S Rnwy clsd to hvy tfc.2way rdo rqrd. Jet opern.150,000 lbs on 27R-9L only. Overrun lgts.
" Colonial Village	L	5 NE;RR S	625	2	23		S blkd.
North Tonawanda,County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE;RR SE	580	2	33-*L1-(S5)	(F1)	E,W blkd.Glider towing vicinity.
Northville, Plateau		2.5 E;crk S,W					ABANDONED
Norwich, Eaton	P	2.5 N;RR,riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf.S apch rqrd on NE,SE apchs.
Norwood, Reagan	L	1.8 WSW;RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE;riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 W NW;RR S	1510	3	18-S3	F1	
Oneonta		1.5 W;RR S,SE					ABANDONED
(A)Orchard Park		Field now Army installation.					
Owasco,Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only.E blkd.Ruf.Cattle-fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post,Costa's	P	2.7 NW;RR SSW	960	1	22-(S3)	(F1)	Rgt tfc E. No storage.
Palmyra	L	1 N;canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S;lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City,Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford,Brizee-Harmon	L	2 E;RR N	422	3	25-(S1)	(F1)	ENE,NNE,WNW,WSW,blkd;p-lines SSW. Atnd wk-ends,holidays.
(PC)PLATTSBURG	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	CLSD WINT. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E;hwy S	460	1	20		CLOSED-wet,holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S;crk NW	166	2	h34-L24-S5-W	F4	Arwy bcn 0.5 mi NE.
Prattsville	L	1.5 SSE;hwy E	1200	1	15-(S3)	(F1)	No storage.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends.No sto.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Clsd winters.
Rhinebeck, Cozine		0.5 SE;hwy N,W					(ABANDONED)
Richfield Springs,Davis	L	3 SSW;hwy W					ABANDONED.
Richland		0.6 NE;RR SW					(ABANDONED)
Ripley	L	1.4 W NW;lk NW	650	3	22-S1		P-line NNW.
Riverhead		4.1 NW					(ABANDONED)
(P)ROCHESTER-Monroe Co	P	3.7 SW;riv SE	560	5	h50-BL4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd nglts.
" Genesee		6 S;RR N					ABANDONED.
" Hylan					SEE: Henrietta, Hylan		
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
Salamanca		1.6 W;riv N					(ABANDONED).
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F3	
← Sayville		2 N;rd S					ABANDONED
(NG)Schenectady-County	P	3 N;RR SE	378	3	h70-BL4,6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville,Garnsey's	P	2.1 S;riv E	100	1	31-S3	F1	No sto.S blkd.Comb.opern with seaplane base.
Scotia, Gay Valley	P	4 W	255	1	18-S5		
Selkirk	P	0.7 W;hwy E	160	2	20		INACTIVE.P-line E.
Seneca Falls	L	2.2 SSE;rd W	490	3	28		Soft when wet.
Shelter Island,Westmoreland Farm	L	1 WSW	20	2	21		
Sherrill	L	1 N;crk S	540	1	22		CLOSED
Sidney	P	1 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S;hill SW
Slingerlands,Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley,County	L	1 E;RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE.
Star Lake	L	0.7 S;lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE;rd N	419	3	h68-BL4,6-S5-W	F4	2-way rdo rqrd.
" Nedrow		SEE: Nedrow, N. Y.					
← Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf.Mtn W to NW.
Troy	P	2 SSE;hwy W	325	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW;hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8 W NW;RR,NE,NW	742	2	h50-BL4,6-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W.Break on N/S strip.
Victor-Farmington	L	3.2 ESE;RR 1 SW	635	2	18-(S3)	(F1)	W blkd. No storage.
Walden,Newburg-Walden	P	2.2SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd.
Wallington,Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E,NE,S,SE,W,NW blkd. Ruf.
(PC)Wallkill, Ulster County		3 NW;bet rivs					ABANDONED.
Warwick	P	4.5 NE;RR NW	540	2	24-S5	F1	
Waterloo	L	1 E;bet RR's					ABANDONED.
(P)WATERTOWN	P	5.9 WNW;nwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
" Bradley		2 N;RR E					ABANDONED
Wellsville,Crowner	L	1 W;riv E,NE	1506	2	23-(S3)	(F1)	Skis winter.
← Westport	P	2 S;hwy E	277	3	18-S1	F3	NE/SW Strip closed.
(NG)WHITE PLAINS,Westchester County	P	4 NE;lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville,Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE;RR SE	560	4	29-S5-U	F1	N,NW blkd;mtns E,S,SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Dolgeville	P	1 NE;hwy SW	930	1	15	F1	No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
Gloversville, Glove City	L	1.5 NE;hwy S	860	1	20		Mtns N.
Linlithgo,Webber's	P	0.8 SE	175	2	13-S5	F1	SE blkd.
Weedsport,Whitford's	P	2.4 NNE;RR W	390	2	20-S3	F1	S blkd.
Nedrow	P	6 S	520	1	21-S3		N blkd.
Hauppage, Smithtown Aviation Country Club	P	1 W	50	2	21-*L	F2	NW lbkd;p-line SE.
NORTH CAROLINA							
Aberdeen	L	1.2 W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie-Moto	L	3.3 N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5 ESE;RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews-Murphy	P	2.2 W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
← Asheboro		1.8 SSW;RR E					ABANDONED.
(P)ASHEVILLE, Hendersonville	P	11.5 SSE;RR WNW	2103	3	h41-BL4-S3-W	F4	Rgt tfc S,SW.
" Owen's		2.3 SSW;riv S,E					ABANDONED
(PC)Barco Flight Strip	L	2.4 W	19	1	h40		8000' strip avail.P-line SW.
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42-S1-W	F1	
Black Mountain	P	1.8 WSW;lk NW	2268	1	34-S5	87	Rgt tfc WSW.
Bladenboro	L	0.7 NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW.
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4 SW	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5 E;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1 E;hwy N	710	1	21-(S3)	(F1)	
Carolina Beach		2.2 NNW					(ABANDONED)
Chapel Hill, Hogan	L	3.8 NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd.Rolling.
(PC) " Williams	P	1.3 NNW;lk NE	502	3	49-S1	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F3	P-line SSE.
" Cannon	P	3 WNW	788	3	23-*L3-S5	F3	P-line NW.
" Delta Air Base		6.7 E;RR N					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
(NG)CHARLOTTE,Douglas	P	5.5 W;hwy N	748	3	h75-BL4,5,6-S5-W	F4	Unlgtd trees in apch zone.
" Plaza		5 NE;RR N					(ABANDONED).
China Grove	L	2.5 E;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
" Coley	L	2 SW					ABANDONED.
Cresswell		0.5 N					(ABANDONED).
Draper,Tri-City	L	1.2 W	560	1	26		ENE blkd. Rolling.
Durham, Bryan	L	8.1 NE;rlv N	310	2	26		NE blkd;p-line W,NW.
Eagle Springs,Parkers	L	2 NW;RR,hwy S	700	1	36		SW blkd,N side soft.
Elizabeth City	L	4 SW	15	3	28	(F1)	
← Elkin	L	3 S;hwy E	1100	2	24		Unattended.
" Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
Erwin	P	1 SW;rlv W	195	1	36	F1	
(PC)FAYETTEVILLE,Grannis	P	4 S;rlv 2 E	188	3	h48-BL4-S5	F3	
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	L	1.2 ESE;rlv W	1996	1	28		INACTIVE. Rgt tfc S.
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
" Lynwood	P	1.3 SW	820	1	h19-S5	F1	NE end ruf,P-line SW,NE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd.Ruf.
(AF)GOLDSBORO,Seymour Johnson		Arpt now Air Force installation.					
← Greensboro, Air Harbor	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW;hwy SW	923	2	h45-BL4,6-S5-W	F4	Used by NG.
(PC)Greenville, Pitt-Greenville	P	1.6 NNW;rlv W	25	3	h50-S1	F1	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	20-S5	F3	SE blkd.
(P)HICKORY	P	2.2 W;rlv N	1167	3	h44-BL4-S5-W	F3	
High Point, Fraley	P	2.3 SSE;RR W	900	1	17-S3	F1	
Hunterseville, Cross	L	1 S,RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 ft. strip available.
← Julian, Gilmore		0.6 SE;RR N					ABANDONED
← Kannapolis	P	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7 NW;RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain	L	3.5 SW;RR SE					ABANDONED.
" " Bridget	L	1 SW	930	1	25-(S2)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school,Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval,Limtd svcg facs.
" Jackson	L	3.7 SW;crk W	40	2	25		Rd SW end of strip.
Lexington	P	2.3 SW;RR W	735	1	34-S5	F2	
Liberty		1.2 SE					(ABANDONED).
Lillington	C	1.1 NNE;hwy W	210	2	20-(S1)	(F1)	E,NW blkd.
Lincolnton, Burris		2.2 SW;RR SE					ABANDONED
" Jones	L	3.2 ENE	950	1	26		SSW blkd, Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd,N/S strip short,ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.5 NW;sound E	12	3	h33-BL4-S5	F3	
Marion	L	2.3 N;rlv N	1211	1	18		INACTIVE
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23-31	F1	E end soft.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F1	P-lines S, SE, W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
← " Miller's	P	4.8 ENE;hwy N	875	1	18-S3	F1	P-line N, E side strip hazardous.
Morganton-Lenoir	L	7.5 NE Morgantons	253	1	33		
" Riverside	L	2 W;rlv NE	1020	1	22		E blkd.
Mount Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mount Holly	L	2.5 NW;RR E	850	1	26-(S3)	(F1)	Also Sat, Suns, Evenings only. No storage
Nags Head, Hotel Carolinian		3 NW					(ABANDONED)
(P)NEW BERN, Simmons-Nott	P	2.5 SSE;rlv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3 WSW;rlv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling.
Plymouth,Mayo		1.5 NE;RR E					(ABANDONED).
Raeford, Upchurch	L	0.5 NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F2	P-lines SE,W.
(P) " -DURHAM	P	10.5 NW;hwy NE	435	3	h55-BL4,6-S5-W	F4	Use rnwy & taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville		3.2 SE				F1	ABANDONED.
" Warf	P	3.8 SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids,Halifax Co.	P	3 SW;hwy N	250	3	32-*L4-S3	F1	Lndg areas only 3030' ngts.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3 N;RR E	97	2	h50-BL4-S5-W	F3	P-line SSE.
Roxboro	L	1.7 NE;hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	23-S1	F1	NE,SW blkd.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Shelby, Byers		3 SE					(ABANDONED).
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINE, Pinehurst-Southern Pines	P	4.5 N;hwy W	465	2	45-B L4-S5	F4	
Spindale, McDonald		1.2 SSE;hwy W					ABANDONED
" Rutherford	L	1.5 SSE;hwy N	1012	1	17		Road crosses strip,Ctn-ruf.
Stanfield	L	1.3 N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6WSW,RR ESE	991	2	37-B L4-S5	F3	
Sylva	L	2.9 NE;RR SE	2179	1	22		NNE,SSW blkd,Rgt tfc NNE,SSW.
← Tarboro		2 ESE;rlv NNW					ABANDONED
Thomasville	L	3.5 ESE					ABANDONED.
Wadesboro	L	3.7 NNE;RR W	220	2	19		Ctn-ruf.
" W & L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace	L	0.8 N					ABANDONED.
(PC)Washington	L	1.8 N;RR SW	38	3	h50	(F1)	Rgt tfc Rnwys 23,29,35.
White Lake Beach	L	0.2 NW	75	2	18		INACTIVE.N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use Rnwys.
(PC)Wilson	P	4.2 NW;hwy E	161	3	h45-*L4-S5	F3	Bcn prior req.
Windsor, Spivey		2.3 S;hwy W					ABANDONED
(P)WINSTON-SALEM, Smith Reynolds	P	2.8 NNE;hwy W	969	4	h66-BL4,6-S5-W	F4	
Yanceyville, Caswell	L	3.2 W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5 NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Hertford, Woodville	L	1 mi W;hwy S	15	1			Closed - private use only.
Dunn		2.7 N;RR E,W					ABANDONED
← Belmont		1.3 NE;riv E					ABANDONED
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Wallace, Pen Lin	L	1 SW	31	1	20		
Spindale-Mills	L	8.5 SE	1000	1	h29	F1	
Robersonville	P	0.5 E	20	1	23-S3	F1	
NORTH DAKOTA							
Alamo	L	0.5 SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Alkabo, Westby	SEE: Westby, Montana						
Aneta		0.5 W NW;lk W					(ABANDONED).
Ashley	L	1 SE	2030	2	40-L2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
Beach	L	0.8 NNW	2814	2	30-(S1)	(F1)	ENE blkd,P-line SE.Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd;p-line S, SE.
(P)BISMARCK	P	2.5 SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd,N/S runwy clsd ngt operns.
Bottineau	L	1 N;RR W	1645	3	30		F blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F2	P-lines N,NE,NW.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Braddock, Rambough Bros.	L	0.7 NE	1950	3	19		Rolling.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
Buite, Air Valley	L	1 SW;hwy N	1785	2	18		Rolling.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,ESE blkd;p-line NW.Use strips.
(PC)Carrington, Matheny	P	1.2 W;RR N	1810	2	29-S5	F1	Ruf, holes.
(PC)Cavalier	L	0.7 SSW;hwy E	889	1	21	(F1)	300'SE end unusable.
(PC)Columbus	L	0.7 SW	1930	3	26-(S1)	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
Cooperstown	P	1.5 SE;RR W	1428	3	26-S5	F1	Bcn prior req.
Coteau, Melby	L	2.2 NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1950	4	34-B-(S1)	(F1)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	L43-BL4	F2	P-line SW.
" Bell	L	2 SSE	1450	4	30		Unattended.
← (P)DICKINSON	P	5.6 S	2589	2	h54-BL4-S5-W	F3	Ditch W.
Douglas, Carlson		0.5 SE;lk S,W					(ABANDONED).
(PC)Drake	L	0.6 NNW	1674	1	25		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F1)	P-lines N, NW
Dunseith	L	1.5 S	1685	3	27	(F1)	
Edgeley	L	3 N;hwy E	1545	1	26		S blkd.
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd;p-line NW.
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24		CLOSED.
(NG) FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S5-W	F4	
" Sky Ranch		3.7 SSW					ABANDONED

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-airway field, W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling. W blkd;p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F1	
Forman	L	1 N	1240	2	21	(F1)	Rolling. NE/SW Strip short.
Garrison	L	1 ESE	1920	3	23		Unattended
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E, NE blkd;trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9 ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6 WNW;RRS,	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2 NNE;RR S	1055	4	26-(S1)	(F1)	NE,ESE,NW blkd.P-line S.
Harvey	L	1.6 N	1605	4	27	(F1)	P-lines W,SW, NW. Use strips.
Hensel	L	1.5 W;RR E	940	2	18-(S3)	(F1)	
Hettinger	P	1.2 NW;RR S	2675	5	32-S5	F2	N,NW blkd;p-line NE. Hill S. Ruf. Use strips. Ctn-apch from N,NE,NW.
Hunter	L	0.3 E					ABANDONED.
Inkster	L	1.5 SW;RR SE	1050	3	26-(S1)	(F1)	
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F4	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd;p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)	(90)	P-line WNW.
Kindred, Hamry	L	0.4 E	940	1	18	(F1)	
Lakota	L	1.5 SE	1515	1	33	(F1)	
Langdon	P	1 W	1608	4	20-L4	F1	N blkd;p-line NE.Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F1	S blkd. Rolling. Ctn-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
(PC)Linton	L	3.4 S;hwy E	1770	1	20		Rolling-soft
Lisbon	L	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	L	1 N;hwy W	1595	2	23		P-line WSW. Ruf. Use strips.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McClusky, Beck	L	1 E;RR N	1880	3	26		N/S Strip short. Rolling.
McHenry	L	0.3 S;hwy NE					(ABANDONED).
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld.Ruf.
Menoken, Dutton	L	6.8 SSE	1800	3	20		
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Milnor	L	0.8 E	1100	2	26-(S1)	(F1)	N/S Strip short, ruf.
Minot, Flying S Ranch	P	5.5 WSW	1840	2	38	F2	No storage.
(P) " PORT O'MINOT	P	1.6 NNE	1723	3	h58-BL4,6-S5-W	F4	
Moffit, Edwards	L	1.8 NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26		P-line S,SE.
Mott, Wyman	L	0.8 S;hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2 SE;RR SW	800	2	25-(S1)	(F1)	Trees N,E.
(PC)New Rockford, Tomlinson	P	1.3 N;RR W	1533	3	37-BL4	F1	N,NE blkd; p-line SE.
Nconan	P	0.5 SE	1980	3	20	F2	NE blkd.Ctn-weeds.Use strips.
" Border	L	7.4 N;hwy E	1900	2	26		E blkd;p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F3	Caution - center of strip washed out.
Oakes	L	0.8W; RR S,E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
Park River	L	1 NE;RR SW	960	3	18-(S1)	(F1)	P-line W.Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-B	(F1)	Use strips.
" Miller		5 SE;hwy W					(ABANDONED).
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5 S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E.Rolling.Holes.
Ray	L	0.7 NNE;lk E	2160	2	21		
Rhame		1.5 SW					ABANDONED
Robinson	L	1 NW;RR S					ABANDONED.
Rolette	L	0.3 W;RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	P	1.5 N;RR SW	1818	2	24-B-S1	F2	
(PC) Rugby	P	1.9 NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5 NNE;hwy S	2109	2	20	(F1)	
Sanish		1.4 W;riv E					ABANDONED
Sarles, Olson	L	3.3 SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E,NE.Use strips.
" Nelson	L	7 E	1600	2	31		Trees W
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd. N/S strip ruf. Use strips.
Springbrook, Wall	L	10 N;hwy W	2150	1	24		Ruf.
(PC)Stanley	L	1 SE	2220	1	21-B		
Sterling, Apple Creek	L	9.5 NNW;crk E	1855	1	52		S blkd.
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE;lk E	1400	2	20-*L		
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F1	4600' strip avail. Unlgtd fence SE;p-line S.
Van Hook	L	1.8 W;RR N					ABANDONED
(PC)Wahpeton	P	1 S;RR W	966	2	27-B-S5	F1	P-line NE. No storage
(PC)Walhalla	P	1 NE;hwy W	952	3	26-L4-S3	F2	P-line NW. Lgts on req after 2400.
Warwick, Campbell	L	8.4 S	1500	3	26		
Washburn, 4, BIS-MOT	P	3.1 N	1806	2	40-BL2-S5	F1	P-line W.
" Renner		1 NE;hwy W					(ABANDONED)
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
Westhope	L	0.5 W;riv F	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W;RR SE	1910	2	26-S3		
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S,SE,E,NE.
" Wright	P	2.8 N	1876	4	26-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE;lk SW	2035	2	34		W blkd;p-line NW.
NEW AIRPORTS (for airports out of alphabetical alignment)							
(PC)Leeds	L	0.5 SE	1508	1	21	(F1)	
Hazen	L	2.1 E;riv WNW	1900	2	17		N blkd. Ruf.
Hebron	L	1.9 ENE	2180	2	21		P-lines NW,SE.
New Town	L	Adj S	1920	1	26	F1	
Reeder	L	Adj S	2950	2	25	F1	
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd evenings,wk-ends. Use strip Soft-wet.
(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE. ARPT OF ENTRY. Use 18R-36L at own risk.
(NG) " -CANTON	P	11 SSE;RR E	1228	3	h56-BL4,5-S4-W	F4	Use rnwys.
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N,S,W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E,SW. Rolling. Ltd prior req.
" Birtalan	L	2 ESE;hwy S	1077	1	23		Unattended
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	P	1.8 N;hwy W	1079	2	22	F1	P-line W.Rolling.ruf.
(PC)Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5 ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barberton, Poston		3.2 WSW;rd E					(ABANDONED).
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3,4-S5	F1	Knoll E,W.
Bedford-Miles Ave.	P	4.7 NE	1080	3	17-S5	F1	SE,SW,NW blkd. Rolling.
" Sportsman	P	2.5 SSE;RR E					ABANDONED.
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended FEE. Ruf.
Bellevue, Sherck		4.3 SW					(ABANDONED)
Berea, James		2 ESE;bet RR, hwy					(ABANDONED).
Bethel		1 ESE	910				ABANDONED
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE hwys N,E	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S,SW blkd. P-lines E,NE. Use rnwys. Rgt tfc take-off;lndg S,SW.Rgt tfc take-off N,W,SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
" Stombaugh		1 SSE;RR NE					(ABANDONED).
Bucyrus, Port Bucyrus	P	2 S;RR W	1000	3	26-S5	F2	NE blkd;p-line W.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E,W.
Cambridge	P	2 N;hwy E	807	2	26-B-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W.
Castalia, Smetzer		2.6 SW					ABANDONED
Celina, Lakefield	L	5 S;hwy N	895	3	33-(S5)	(F1)	P-line N,W. Rolling
Chagrin Falls	P	3 E;hwy W	1220	4	26-S5	F2	N,NE,E,W,NW,S blkd. Rolling
(PC)Chardon	L	2.8 S;lk E	1244	3	22		Unattended.
Chesapeake, Huntington	P	2 WSW;riv S	560	1	h28-*L4-S3-W	F1	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd.Ctn-dangerous to students,high winds and tk-offs WSW-hills.Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F2	S,SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W,S,SW.
(P) " -Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E,W blkd.
" Crosley		11 NNE;RR E					ABANDONED
" Fernald Area A,E,C.		15.7 NW					(ABANDONED)
(P) " GREATER CINCINNATI	P	10.5 W; riv 2.5 NE	890	4	h55-BL4-6-S5-W	F4	Use rnwys.
" Lakewood		9.5 NNW;hwy I W					ABANDONED
" Mt. Healthy		9.5 NW;hwy E					ABANDONED.
" Watson	P	9 NE	870	3	26-S5	F3	NE,SE. Use E/W strip when wet.E blkd.Rgt tfc E.
Circleville, Elsea	P	1.6 N;RR W	707	2	26-S5	F1	P-line S,SE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

*-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
				OHIO			
Circleville, Thomas	L	2 WSW;hwy N	666	2	26		ARPT OF ENTRY
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	Rnwy 5R-23L usuable lgt, acft only
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE,W blkd;p-line E.
(PC) " -Lakefront	P	1 N	584	1	30-S3-U	F3	FEE. Avoid stadium. Call CLE rdo for tfc pat. 22'unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE,SW blkd;p-line NW. Call CLE rdo for tfc pat. Lnd & taxi on rnways only.
Columbus, Clickenger	P	6.2 SSE;RR E	752	3	27-S5-U	F2	P-lines N,NE,NW,SW. Ruf.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F1	P-lines N,NE,NW.
" Ohio State University	P	8 NNW;riv W	900	2	h22-B*L4-S1-U	F2	Use strips.
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnways.
" Price	P	6 SE;bet RRs	762	2	20-*L4-S1	F1	Ruf off strips. Use rnways. NE end-ctn.
" Sullivant Avenue	P	6 WSW	860	4	31-*L1-S5	F3	N,NE,NW blkd;p-line E. Exten ruf. Use lgts
Copley, Gibson	P	1.5 S;hwy E	1000	2	24-S5	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S bet hwy,crk	760	1	13		N blkd.
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	Rdo rcvr rqrd. At ngt when wet use rnways. P-line SE
" Dahio	P	8.5 W;hwy S	925	3	33-S5	F1	S,SW,W blkd.
" Neff	L	6 SW	720	3	17		
" South Dayton	P	6 SSW					ABANDONED.
" Montgomery Co.	L	11 S	960	1	18		Hwy and p-line W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	3	h30-B*L4-S5-U	F3	4000' strip avail. S blkd. Use strips. P-line S.
Delaware	P	2.6 SW;RR N	960	3	h16-S1-U	F2	2500' strip avail. Ctn-ditches.
Delta	L	1 SE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW;RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E,W.
Elyria	P	1.5 SSW;RR NW	745	3	22-S1-U	F2	E and NE blkd.
Findlay	P	1.5 SSW;hwy NW	800	2	h50-BL4-S5-W	F4	Rgt tfc E. Use rnways & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Fremont, Slager	P	2 NW;RR SW	630	3	27-S3	F2	E,NE,SW blkd. P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " -Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnways.
(PC)Gallipolis, Holzer	L	1.8 ENE;riv S					ABANDONED.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1061	4	28-*L1-S1	F1	Wblkd. Rolling. 2800' E/W Strip under const, usable dry, E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE;RR S	631	2	38-L4-S5	F4	P-lines S,NW
" North Hamilton		4.5 NNE;RR W					ABANDONED
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No sto, Acft rprs only. Rolling.
Hudson, Mid City	P	2 S	1080	3	31-S1	F1	NE,SW blkd. Rolling. Ruf.
Hunting Valley, Ingalls	L	0.5 N;riv E	760	1	26		NNW blkd;hill SSE.
Jackson, Shumate		6 SSE;RR NE					ABANDONED
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N,RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W;hwy S	1120	3	33-S5-U	F1	S,W blkd. Rolling.
Lake Milton, Milton	L	0.4 W;lk W	980	2	17		E blkd. Ruf, rolling.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W. Use rnways.
LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW;RR NE	830	2	h35-BL4-S3-U	91	N blkd;p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1151	2	26		CLOSED
Logan		0.9 ESE;bet RR, hwy					(ABANDONED).
Lorain	L	2 WSW;RR N	610	2	29-(S3)	(F1)	NE,SE blkd.
" -Sky Port	P	1.5 WSW;RR N	610	2	29-S1	F3	SE,SW blkd;p-line NW. Soft-wet.
Lore City	P	0.3 NW;RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE;RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE;RR E	1152	aw	26		SE,NW blkd;p-line SW. Rolling.
Magnolia	P	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW.
(NG)MANSFIELD	P	4 N;RR F	1296	4	h67-BL4-S5-W	F4	Rgt tfc Rnwy 9. Use rnways, strip.
" Gage		4.5 W;RR S					ABANDONED.
Marietta		1.8 ESE;riv S					ABANDONED.
(PC)MARION	P	4 ENE;RR S	991	3	h43-BL4-S5-U	F3	Use rnways.
" -County	P	5.6 NE;hwy E	1000	2	35-*L3-S5-U	F2	N,NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE;RR W	960	1	20		Use at own risk.

h-paved rnways. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
				OHIO			
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
Mason, Attaway Air Ranch	P	4.2 S;hwy E				F1	ABANDONED.
Massillon, Noble		4.5 NNE					ABANDONED.
McComb	L	0.8 SSW;RR N	730	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE,S. Soft-wet. Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E,W blkd. Ruf. 2400
(PC)Middletown	P	1.5 N;riv N	647	3	46-B L4-S5-U	F4	Rgt tfc S,SW,W. Bcn, lgts prior req after
Millersburg, Briar Hill	L	1 S;RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S:p-line N.
Minford, Knore	P	2 SE;riv S	670	2	24-S5	F1	P-line N,S. Rolling.
Mingo Junction, Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
Montpelier	P	1.9 ESE;RR N	890	3	27-S1	F1	N blkd;p-line NE. Ctn when wet.
(PC)Mt. Vernon, Wynkoop	P	1.4 SSW;hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling. Sundays.
Napoleon	L	1 N;RR SW	680	1	19	(F1)	W blkd;p-line E. Rgt tfc W. Open
" Winters	L	1.4 NW;RR W	682	1	30-U		Company use only. NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	P	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld atnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE;RR N	950	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	81	Narrow at intsxn of strips.
New Westville		2.8 S;RR S					ABANDONED
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N,NW,S,WNW.
Newton Falls	L	2 SW;RR E	950	1	22	(F1)	Rolling.
North Bass Island, Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E,N. S Strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE;hwy W	965	2	24		Unattended.
" Welcome	L	2.9 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N,SE,SW blkd.
North Lima, Elser	L	1.2 NW;hwy E,S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N,SSE blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E,W blkd.
North Ridgeville, Strauss		2.5 ESE;hwy S					ABANDONED
Norwalk Arpk	P	2 NNE;RR W	690	3	28-S1	F2	SW,W blkd.
Oakhill, Swann	P	1.2 ENE;RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet
Olmsted Falls		2 W;RR N					ABANDONED
Ottawa, Putnam		1.7 ENE;hwy S					(ABANDONED)
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N,S,SW blkd. Ctn-wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn-cultivation.
Perry	L	2.3 NE;hwy N					ABANDONED.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W.
(PC) Port Clinton	P	3.5 E;hwy N	587	2	h22-B-S1-U	F1	3600' strip avail. E blkd;p-line N.
Portsmouth, Raven Rock	P	3.5 WSW;riv SE	535	1	22	F3	Rgt tfc NE.
Put-in-Bay	L	1.2 SSW on SE side of island	590	2	15		NW blkd. NE end Soft-wet. FEE all acft. ARPT OF ENTRY.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N,E blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Sandusky	P	3.9 SSE;RR W	620	2	27-S5	F2	SE,E,W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shelby-Airstrip	L	2 W;RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE,SW,W,NW blkd.
(NG)SPRINGFIELD	P	5.5 S;bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnways.
" Crabill		2.5 SE;RR E					ABANDONED
Steubenville	L	4.5 W;hwy N	1200	1	32		Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9 N;hwy E	754	1	26	F2	E blkd.
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	Code bcn.
(PC)Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW,W. chimney SE. Use rnways only.
(P) " EXPRESS	P	15 WSW;RR NNW	684	2	h52-BL4,6-W	F4	Use Rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E,NE,S,SW,W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW Strip clsd-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N,SE,S,NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
(PC)Urbana, Grimes	P	1.5 N;RR W	1055	3	35-BL4-S5-U	F3	
(PC)Van Wert	P	1 WSW;hwy S	788	2	h20-S5	F1	Soft-wet.
Venice, Fernald USAEC		1.7 WSW;RR 1SW					(ABANDONED).
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N;RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	L	2.5 E;RR N	750	1	20		Unattended

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Waynesville, Sky Center	P	2.5 SW; riv E	925	1	23-S1	F1	ESE blkd.
Wellington		0.5 N					(ABANDONED)
Wellston		3.3 S					ABANDONED
West Milton, Lehman		2.5 W; crk W					(ABANDONED)
Weston, Williams		2.5 NNW					(ABANDONED)
Willard	P	1.2 S; hwy N	967	2	22-S3	F2	P-lines W.
Willoughby		1.2 E					(ABANDONED)
" Euclid Ave		1.5 WSW; RR N					ABANDONED
" Lost Nation	P	3 N; lk NW	626	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. FEE
Woodsfield	L	1 W; hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC) Wooster	P	3 NNE; hwy SE	1150	4	32	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE; RR W NW	1050	1	19		N blkd; p-line S.
Xenia, Port Xenia	L	3.5 E; RR S	1050	1	20	(F1)	P-line E.
(AF) YOUNGSTOWN	P	11.1 N; hwy E, S	1196	4	h75-BL4, 6, 7-S5-W	F1	2-way rdo rqrd.
" Austintown	P	5.7 WSW; hwy N	1175	2	h20-S5-U	F3	3000' strip avail. Rolling. Ruf. E, W blkd.
" Bird	P	2.6 NE; RR W	1057	3	23-S5	F1	NE, W blkd; p-line E. Ruf, Rolling.
" Southern Airways	P	5 SSW; hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	P	3.8 E; lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	L	1 SSW; RR NNW	705	1	22		Hill SW.
(P) ZANESVILLE	P	6.2 E; hwy N	899	3	h50-BL4-S5-W-U	F4	
" Briggs		6.4 NNE; riv W					ABANDONED.
" Commerce	P	6.5 N; riv E	800	2	29-S5-U	F3	Ctn-wet very low.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Chatham, Spafford's		0.5 S					ABANDONED
Phalanx Station, Skeets	P	6 WNW; hwy 1 NE	910	1	26-S1	F1	N blkd.
Columbus, Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
Fremont, Wagner		3.5 W; hwy N					ABANDONED
Salem, H-B	P	3.3 N; hwy E	1160	1	20	F1	E blkd.
Lenox	P	7 S Jefferson	940	1	22	F2	E & W blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Lagrange, Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders. 5500 lbs gross wt.
→ Salem, Koons	P	0.7 mi S	1330	1	19	F1	P-lines E. Only 2350' avail winter.
→ Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
→ Upper Sandusky, Lovell	P	1.5 NW	816	2	24	F1	
→ Maplewood, Shaw	P	5W	980	2	21	F1	Bldg S.
OKLAHOMA							
(PC) ADA	P	2 N; hwy W	1008	3	h50-BL4-S1	F3	
" Myers	L	6.8 WNW; hwy NE	1000	1	20		(HAZARDOUS-RUF) Cattle on fld.
→ Afton, Monkey Island	P	7.8 SE; lk E	750	1	26-S1	F1	
Altus	P	4.2 N; RR W	1426	3	31-BL4-S1	87	P-LINE SE, SW. Soft-wet.
(PC) Alva	P	1.8 SSW; hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	P	1.5 SW; hwy N	1286	1	38-(S5)	(F1)	
→ Ardmore	P	9.2 N	875	4	h40-BL2-S5-W	F4	Ctn-hvy acft, soft.
(PC) " Lake Murray State Park	L	1.2 SE; rd E	840	1	20		Ruf.
(AF) " MUNICIPAL (NEW)		Arpt now Air Force installation.					
Arnett	L	0.5 N; hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW; RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville		4 E; hwy 2 S					(ABANDONED)
" Hi-Way	P	3 NE; RR SE	680	4	28-*L4-S5	F2	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7 WNW; hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW; hwy E	2500	3	25		P-line SE. Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W; hwy N	1059	3	31-BL2, 3-S5	F1	P-lines N, NE.
" Mauk's	P	2.7 S; hwy E	1005	2	24-*L2, 4-S5	91	W blkd; p-line E.
Boise City	L	3 N; hwy W	4200	2	24		Soft when wet.
(PC) Bristow	L	1.3 WNW; lk SE	878	1	h18		/own risk.
→ Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N, S, SE. Restricted. Land at
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
Calumet, Bomhoff		4.1 SSE; hwy 1 S					(ABANDONED).
(PC) Canton	L	2.3 NNW; lk E, N	1660	1	24		
Chattanooga	L	4 SSW; hwy E	1140	3	h45		
(PC) CHICKASHA	P	4 NNW; riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers		1.5 NE; RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC) Clinton	P	2.7 NE; RR W	1614	3	32-*L4-S5	F1	
(PC) " -AFB	Airport now Military Installation.						
(PC) Colbert, Burns Run	L	4.3 W; lk W	634	1	22		Erosions.
(PC) Cordell	P	1 E; hwy S	1580	3	22-*L3-S5	F1	
(PC) Cushing	P	2 S; RR E	913	4	h52-BL4-S5	F2	
Davis, Flying L Ranch	L	4.5 SSE; riv W	750	1	32		Cattle on fld.
" Jolly Aero-Auto Court	L	3 S; hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC) DUNCAN, Halliburton	P	2 S; RR E	1125	3	h40-BL4-S1	F4	SW blkd; p-line NE, NW. Use N/S Rnwy when
(PC) Durant, Eaker	P	3.2 SSW; RR 1 E	703	3	h50-B*L4-S1	F3	wet. (6500' strip avail)
(PC) Elk City	L	1.5 NE; hwy S	1981	3	h23		
Elmore City, Henninger	L	5 N; rd N	1100	1	20		
El Reno	L	1.5 SW; rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended E/W Strip ruf.
Enid, North	P	3.8 N; hwy W	1282	1	24-S5	87	
(AF) " WOODRING	P	5 ESE; RR N	1172	3	h35-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux).
Erick, Haddock	L	1.4 SW; RR N	2098	4	25		P-line N. Ruf. Soft-wet.
Fairview, Fair-View	P	1.3 NNE; RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC) Frederick	P	2.5 SSE; RR N	1233	4	h60-S5	F3	
(P) GAGE, 13, AMA-MKC	P	1.8 SW; RR NW	2223	2	h54-BL4-S1-W	F3	Clsd acft over 15,000 lbs wheel load.
(PC) Grandfield	L	3 W; hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW; lk SW	750	1	18		
(PC) Guthrie	P	2 SSE; hwy W	1074	2	28-B*L4-S5	F1	
(PC) Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13 NNE; RR S	3130	2	26		P-line SSW
Hartshorne		1 NNW; RR S					(ABANDONED)
" Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
Healdton, Wade		1.3 E; crk N					ABANDONED
Heavener		2 N; RR W					(ABANDONED)
(P) Hobart	P	3.8 SE; hwy W	1562	3	h53-L4-S3-W	F3	
→ " Hunter's	L	0.8 SSW; hwy N	1530	2	22-(S3)	(F1)	P-line N, E/W strip soft-wet. Cattle-fld.
(PC) Holdenville	P	1.2 WNW; hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hollis		1 N; hwy E					ABANDONED.
Hominy	L	2 N; hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW; RR E	3010	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft, ruf. P-line N.
Idabel	L	1.3 NW; RR E	500	2	32-S1	F1	P-line E.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S; RR NW	800	1	18		
Kingfisher	P	1.3 NW; RR E	1067	1	26-*L4-S5	F1	P-line S.
(PC) Kingston, Caney Creek	L	4.3 SSE; lk S	661	1	21		Soft when wet.
Lamont, White Bros.	L	2 WSW; hwy N	1000	1	24		
Laverne, Shepherd		2.5 SSW; hwy E					ABANDONED
(PC) LAWTON	P	2.3 SSW; hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5 NNW; lk W	1360	1	23		Ruf, Mtn S.
Leedey, Eagle	L	2.3 S; hwy W	1950	1	22		Cattle on fld.
Lexington-Purcell		0.8 WSW Lexing-	1100	1	21		N blkd.
Lindsay		0.3 E; RR N ton					(ABANDONED)
Lone Wolf, Hohmann	L	1 ESE; hwy N	1576	1	25-(S1)	F1	P-line N. Soft when wet.
Mangum, Ponder	P	1.6 N; hwy E, S	1585	3	25-S5	F1	Ruf.
Marietta, Hickory Creek	L	8 ENE; hwy SE	800	1	19		
(P) McALESTER, (New)	P	4 SSW; RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC) Medford	P	1.2 SW; RR SE	1094	3	24-S5	F1	No storage
(PC) Miami	P	2.2 NNW; RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
→ Moore, Southside	L	1 NE	1273	1	24		P-line S.
(AF) MUSKOGEE, Davis	P	6.4 S; hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7 W; RR S	623	2	h38-BL4-S5	F3	
Newkirk-Skypark	L	2.5 SE; lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5 SSW; hwy W	1165	aw	h18		
" Noble	L	3 SE; RR, hwy SW	1170	1	24		Ruf.
(N) " Westheimer	P	2.7 NW; RR E	1178	4	h58-B*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6 NNE; hwy W	600	2	26		Soft when wet. P-line W.
(PC) Okeene	L	0.7 SE; hwy N	1205	1	22		P-line N. Soft-wet.
Okemah	L	1 E; hwy N	870	2	19		(EMERG ONLY). N, NE blkd. Soft-wet.
→ Oklahoma City, Downtown	P	2 SW; hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3 S; hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS	P	7 SW; hwy E	1283	4	h74-BL4, 6, 7-S3-W	F4	
→ " Wiley Post	P	7.9 NNW; lk W	1216	1	32-S5	F1	N/S, NE/SW, E/W rnwys clsd.
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC) Okmulgee	P	3 NNE; hwy W	715	3	h43-B*L4-S3	F2	
(PC) Olustee	L	2.3 S	1370	3	h45-(S1)		
(PC) Pauls Valley	P	2.1 S; hwy E	967	2	h35-B-S5	F1	Use rnwys.
→ Pawhuska	P	3.8 W; hwy S	1000	3	41	F2	P-line S, SE.
Pharoah, Tri-City	L	1.8 NNE; hwy S	750	1	16		P-line S.
(P) PONCA CITY	P	2 NNW; RR S	1014	1	h48-BL4-S5-W	F4	
(PC) Pond Creek	L	0.5 SW; hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC) Poteau	L	1.5 SSW; hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE; RR W	650	1	22		Soft-wet. Cattle on fld.
Sand Springs, Sims	P	5 NW; lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5 ENE; RR N	730	1	18		S blkd. Rd crosses strip.
(PC) Sayre	L	8.5 SSW; hwy E	1937	1	h50		
" Archer	L	2.3 N; hwy W	1963	1	21-S5		No storage. Rolling.
(PC) Seminole	P	3.4 N; hwy E	1024	3	35-S5	F1	SSW blkd.
Sentinel, Memorial		0.8 SSW; RR W					ABANDONED
(PC) SHAWNEE	P	2 NW; RR SW	1080	3	h42-BL4-S5	F3	Rgt tfc rnwys 13, 17, 21. Lgts until 2400
South Coffeyville, Jensen	L	0.5 W; twrs E	735	3	33		P-line N.
(PC) STILLWATER, Searcy	P	3.2 NNW; lk WSW	985	3	h50-BL4-S3-U	F3	Rnwy lgts req only
Stilwell		1.4 N; RR W					(ABANDONED)
Stroud	P	3 N; hwy W	883	2	26-BL2		W blkd. Ruf.
Sulphur	L	1.5 NW; hwy S, E	1060	3	26		Ctn when wet. P-line S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
Tipton	L	4.1 SSW	1300	2	36		P-lines N, E.
(PC)Tishomingo	L	2.6 S;lk S, W	640	1	28		Ruf, erosion, Gopher holes.
(NG)TULSA	P	6.2 NE;RR S	674	6	h100-BL4,5,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" 15th Street		4 E;rd N					(ABANDONED).
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" Cherokee	P	5.4 SE;hwy N					ABANDONED.
" -North	P	4.5 NNW;RR E	725	3	21-S5	F2	P-lines S, SE, SW.
" Young	P	8.8 E;hwy N	750	4	24-*L2-S5	F2	
Valliant	L	0.7 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2210	1	21		HAZARD, Ruf, Soft, Cattle on fld, N blkd.
Walters	L	1.2 SW;RR E	1005	2	26		Soft when wet, Cattle on fld.
Watonga	P	1.2 NW,hwy S	1550	2	26-*L4-S5	F1	
Waynoka, Kelsey	P	3.4 NNE;RR SE	1500	1	17		Cattle on fld, Ctn-wet.
Weatherford		2.7 ENE;hwy S					ABANDONED
Woodward		1.5 SE;lk ENE					ABANDONED.
" Ferguson Rch	L	6.5 NW;riv W	2000	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Cimarron	L	4 WSW;hwy N	1350	4	41		
" Lakeview	L	2.7 E;hwy S	1275	2	20		P-line S, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Langley, Treco	L	1.9 N;hwy W	820	1	21		P-line SSW.
Stigler	L	3.5 E		2	20		
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
OREGON							
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S, N, and NE, P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme ctn.
Arago	L	0.3 N;riv SE	80	1	14		Cattle on fld, Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E;hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation, Use strip, P-line SE.
PC)ASTORIA, CLATSOP CO.	P	3 SW;riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8 NNW;hwy W	3350	2	23	F2	Slick when wet, Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S;RR N	4350	1	12		(DANGER-SHORT FLD), Holes.
Beaver Marsh, 73, RIV-DLS	P	1 SSW;hwy E	4630	1	54-BL4		Clsd winter mos
Beaverton, Bernard	P	1 NW;hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Big Lake	L	16 W NW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE, Soft, unusable when wet, Cattle on fld, Holes.
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE, Cattle-fld, Ctn-ruf.
(PC)Burns	P	5.1 E;rd S	4141	2	h51	F2	No storage.
" Davis		1.5 SW;hwys SE					ABANDONED.
Camas Valley, Ramona Prk		1.4 SW					ABANDONED
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	18		Rgt tfc WSW. Fence W end of strip. Soft when wet.
(PC) Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct. 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
Condon	P	1 NE;RR W	2910	2	h18		Use strips, Soft off gravel when wet SE blkd.
(PC)CORVALLIS	L	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
" -Junction		1.5 NNE;RR adj					(ABANDONED)
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	39	F1	
Creswell, B & H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N;hwy E	372	1	19		P-line WSW, Antenna ENE, Use strip.
Denio	See: Denio Airport, Nevada						
(PC)Denmark, Curry County	L	3.8 WSW;ocean	W 214	1	h51		
Elgin		0.5 NE;RR W	2670	1	22		(ABANDONED).
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet, Ruf.
Eugene	P	1.6 SW	420	1	h23-S5	F3	
(P) " MAHLON-SWEET	P	6 NW;hwy E	365	3	h52-BL4, 5-W		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Eugene, Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N;hwy E	1156	1	27-S1	F2	Lnd to N;tk-off to S, P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE, Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld, Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf, Soft when wet.
Harrisburg	L	2 NNE;RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No Storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwy N	3748	1	29		E blkd. Lnd to E;tk-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk, Cattle-fld, Soft-wet. P-line S.
(PC)Joseph	L	1.2 W;RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S;riv ES	2970	2	22		Mtns S, SE, Cattle-fld, Soft-wet, 400' NW end NW/SE Strp ruf.
Klamath Agency, Rayenouf	L	1.5 S;riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(P)KLAMATH FALLS, Klamath	P	4.9 SSE;RR NE	4088	3	h71-BL4-S5-W	F4	
(P)LA GRANDE	P	5.5 SE;RR SW	2713	3	h47-BL4,6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW;RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine, Stearns	SEE: Bend, Stearns Arpt under "NEW AIRPORTS"						
Lebanon	P	1.3 SW;rd N, S	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N;hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE;RR W	4050	3	30		S, SSE blkd;p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E;riv N	1620	1	26		Hill ENE. Lnd from W;tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE;hwy W	4058	1	30-W		Use at own risk. Soft-wet. Ruf. Sheep on fld May-Oct.
(P)MEDFORD	P	3.5 N;RR E	1330	2	h54-BL4-S5-W	F4	No Maint Mil Acft, Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE;hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk. SE blkd.
Mulino	L	0.3 SW;hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wk-ends, SW blkd;p-line NE, Ruf.
Myrtle Creek, Tri-City		4 SW;RR N, W					(ABANDONED)
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-S1	F2	Rgt tfc N.
(PC)Newport	P	4 S;hwy W	160	2	h51-L4-S1	F2	Ctn-elec. fence W edge NE/SW Rnwy and S side S Taxiway, Stock on fld, Rgt tfc Rnwy 16 and 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
Nyssa		0.5 E					ABANDONED
(P)ONTARIO	P	2.5 W;hwy E	2190	2	h45-BL2, 4-S5-W	F3	
Oregon Cit, Sky Park	L	3 SE;hwy W					ABANDONED.
Pacific City	P	0.2 S	5	1	h18-S5	F1	
Paisley		1 NNE;hwy W					ABANDONED
(P)PENDLETON	P	2.9 WNW;RR S	1493	4	h63-BL4, 6-S5-W	F4	Rnwy 25L-7R for lgt acft, Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk, Cattle-fld.
Pilot Rock, Eldridge	L	2 S	1850	2	15		E blkd.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE, SW, Ctn-floods, Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	4	h88-BL4,6,7-S5-W	F4	2-way rdo rqrd or by prior req.
" R. O. K.		8.1 ESE;RR S					ABANDONED.
" Skylife		5.8 E;RR N					ABANDONED
" Trobs Skyport	P	6.3 ESE	250	2	26-*L1-S5	F2	Ctn-25' NE/SW strip unusable-rocks
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE;hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F3	Unlgtd pole SE; hill N;p-line S. Avoid hospital SW.
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,5-S5-U-W	F4	AB. Industrial acft operg from sod area W of Rnwy 16-34. these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR, hwy W	55	1	h40-(S1)	(F3)	Svcg fuel by prior req wk-days.
Seneca		0.7 N;riv SW					ABANDONED
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Lnd at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
Springfield	P	1.6 ENE;hwy S	460	1	20-*L4-S5	F3	Ctn-wet. Use center of strip.
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Sutherlin-Valley	P	1 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E;RR,hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE;riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E;hwy N	55	1	21		Lnd at own risk. Rgt tfc W NW. Brush ESE.
(N) " -Coastway #2	L	3 SE;riv N	35	2	h50		CIVIL FACS ONLY. Use at own risk.
Toketee Dam, Toketee USFS Lake	L	14 WNW Diamond	3300	1	24		Rolling
Troutdale	P	1 NW;riv E	36	1	h46-BL2-S5-U	F3	
Ukiah	L	1 NW;hwy W	3400	2	16		
Vale Strip	L	1.5 SSW;river E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flgt.	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flgt Strip	L	1.4 S;RR NE	3200	1	23		weeds.
Wasco	L	0.4 E;RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous ruf,
Woodburn	L	2.8 WNW;RR E	200				(CLOSED-CONSTRUCTION).
Worden, Tulana	L	1 S;RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet, Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Brookings, Crissey State Line	L	5 SE;Ocean W	16	1	18		
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N. Soft when wet.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Pinehurst	L	1 SW	3800	1	40		
PENNSYLVANIA							
(P)ALLENTOWN-Bethlehem-Easton	P	4.6 NNE;RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
Altoona, Peterson	P	10.7 NNE;RR NW	970	1	25-*L3-S5	F3	
Ambler, Wings	P	2.8 WSW	320	3	h26-*L4-S5-U	F3	P-lines SE.
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Patterson Hgts	P	1.5 S;riv NE	1082	1	27-S3	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Bellefonte, Spring Township		4.3 ESE;hwy S					ABANDONED.
Berwick	P	2.2 ENE	620	2	21-S3-U	F1	E blkd; p-line NE.
" Centre	L	6.5 WSW;RR N	500	1	28		ENE, WSW blkd.
➤ Bethel, Grimes	L	1.7 ENE;hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
➤ Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4,6	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45A, CHI-LGA		2 WSW;RR E					PERM DISCONTD
Butler	P	2.8 WNW;hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc & avoid Hospital.
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Canadensis, Barrett	L	1.8 N	1450	2	20-(S1)	Clsd	-vegetation, hazardous ruts, NNE, SSE blkd.
Chambersburg		1.2 SE;RR S					(ABANDONED)
" Sunset	P	3.5 NNE;RR NW	670	3	24-S3	F1	W blkd; p-line NE, E.
Chester, Delaware Co.	P	6.5 W	400	2	20-S3	F1	
" Buckman	L	2.3 WSW;riv SE					ABANDONED.
Clarion, Cramer		1 ENE;riv N					(ABANDONED)
Clearfield	L	1.5 WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd; p-line NE. Rgt tfc E, NE, SE. Ruf.
Clifford, Carbondale-Clifford	L	1 E	1400	3	22-(S3)	(F1)	S end W NW/ESE strip unusable. P-line ESE
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet. Atnd wk-ends
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd. and on call.
(PC)Connellsville	P	5.2 SW;hwy E	1250	3	h34-*L4-S5	F3	Bcn prior req.
Conway-Pittsburgh	P	0.4 NE;RR W	950	2	19-*L1-S3	F2	
Corry, Port Lawrence	L	1.2 S;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5 ESE;hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2 SW;riv N	480	3	22-S5	F1	Hills SE, SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	L	3.5 SSW	385	2	18-(S3)	(F1)	SW blkd. discretion.
DuBois	L	1.7 ESE;RR NE	1575	3	29	(F1)	Atnd wk-ends and on call. Use at own
Duncansville, Altoona-Duncansville		1 SW;hwy N					ABANDONED.
(PC)Eagles Mere	L	1.9 SW;lk SW	1908	1	22		
Easton	P	3.8 NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7 SW;hwy N	380	2	26-S5-U	F1	E blkd; p-line NE.
Ebensburg	P	2.7 SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8 NW;hwy W	100	2	21-S5-U	F3	NE, WSW blkd. Mrkd terrace WS W end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emmaus		1.3 W					ABANDONED
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd; mtns, p-lines, tank surd fld.
Erie-County	P	SEE: Erie County Airport, Fairview, Pennsylvania					
(P)ERIE, PORT ERIE	P	6 WSW;hwy SW	732	3	h46-BL4,5,6-S5-W	F4	N, S blkd; p-lines E, NE.
Finleyville	P	0.7 SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN. Chess Lamberton	P	1.8 SW;hwy N, E	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Galeton, Cherry Springs	L	10 SW	2330	1	32		Unattended
Gettysburg	P	2.8 NW;twr E	600	3	21-S1	F1	
➤ Gordon	P	2 WSW	960	4	24	F1	Mtn S, SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5 SW;riv SW	490	1	21-S1	F1	
Greensburg		2.3 SE;lk E					ABANDONED.
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	P-line ESE; hill SSW.
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
Hawley, Mtn Bay		7.3 SSW					ABANDONED ngts.
(PC)Hazleton	P	1.5 N	1800	2	h39-BL4-S3-U	F3	NE/SW soft-wet; SW 600' ruf. Unattended.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E, W.
Huntingdon		1 S;RR N					(ABANDONED).
(PC)Indiana	L	3 ENE	1407	2	32-S3	F1	
Irwin		0.5 W					ABANDONED.
Jeannette		4 NW					(ABANDONED).
Jersey Shore	P	2.2 E;riv N	540	2	28-S1	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Karthus, Pine Glen	L	4.3 SE;hwy SW	1560	3	23		N, S, SW blkd
Kearsarge, Erie City		0.5 W;hwy E					ABANDONED
Kutztown	P	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster		1.5 NNW;RR SW					(ABANDONED).
" Garden Spot	P	5 W;hwy N	420	3	25-S5	F1	W, WSW blkd.
(PC) " MUNICIPAL	P	5.5 N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E, ESE blkd.
Latrobe	P	2.4 SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 W NW	480	1	32-S3	F1	
Lewistown	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
" Krouts	P	6 NE;twrs N	660	1	22	F1	
Linesville, Merry's Pymatuning	L	1.5 NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE.
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4	F3	Mtn N, S.
Marchand, Braebreeze	L	0.3 N;hwy W	1600	1	25-(S1)	(F1)	
Mars, Perry		5.2 W					(ABANDONED)
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S3	F1	3200' strip avail. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4 W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd. Rgt tfc rnwys 5, 27, 20.
Mercer		4.8 NNE;RR W					(ABANDONED)
Milton	P	0.8 S;RR,hwy W	450	3	25-S3	F1	NW, SW blkd.
Monongahela, N.B.C.	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No. head. P-lines SSW. Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E, NW, SE blkd.
➤ Mount Jewett		0.8 ESE;hwy N					ABANDONED
Mount Joy, Donegal	P	4 WSW	440	2	22-S3-U	F1	SW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

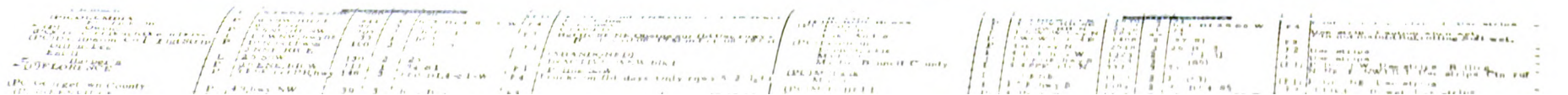
F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5	F2	Soft-wet. Gulley NW. Rolling. J91 oct avail summers
Mount Pocono	P	1.5 NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail. Atnd irregularly Wints.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W. Soft-wet. Ctn-ditch. Use strips.
Muncy, Skyview Acres		1.4 NE					(ABANDONED)
Murdockville, Sunnyhill		1.7 SSE					ABANDONED.
New Alexandria		1.5 ENE;hwy N					(ABANDONED)
New Bloomfield		1.7 SSE;hwy NE					ABANDONED
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F3	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3 E;RR NW	460	2	21-S3	F1	
New Kingstown, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
New Milford, Tyler	P	1 N	1380	1	18	F1	
Norristown, Patco		3 SE;lk ESE					(ABANDONED).
" Valley Forge	P	4 WNW;riv 1 S	250	1	23-S5	F3	E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1 NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5 SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
Paoli, Main Line		2.8 WNW;hwy S					(ABANDONED)
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S3-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5 SW;riv S SW	10	3	h73-BL4,7-S5-W	F4	2-way rdo rqrd. Use rnwys. Rnwy 9 designated calm wind Rnwy.
Philipsburg	P	7 E;hwy N	1933	2	h30-BL2	F3	5000' strip avail. prior req.
" Albert	L	5.5 NNW;hwy N	1750	3	36-L4-(S3)	(F3)	NE blkd. Lgts avail until 2400. 91 oct
Phoenixville		2.5 NNE					ABANDONED
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
(PC)PITTSBURGH, Allegheny Co	P	5.3 S	1252	3	h55-BL2,5-S5	F4	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying
" East Pittsburgh							
" Mayer		10 WSW					ABANDONED
" Pitt-Wilkins		8 E;RR 1.5 S					(ABANDONED)
Portland, Price	L	1 SE;riv E					ABANDONED.
(PC)Pottstown	P	4.5 E;riv 2 SW	311	3	32-BL4-S5-U	F1	Soft-wet. TV ant. NE.
" Municipal	P	1.7 NW;rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28-S1	F3	Mtns NE,SW.
Prospectville, Turner	P	1 NW	375	3	23-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	FJ	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F1	W blkd. Rgt tfc S, W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	20-S2	F1	NW/SE strip clsd, rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19-S1	F1	
Reedsville, Mifflin County	P	2.7 N;hwy W	830	1	30-S3	F1	
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5-U	F1	
Sayre, Blue Swan	P	2.7 WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2 WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Bcn prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1450	2	24-S3	F2	
Shamokin	P	3.5 N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-S5	F1	
State College	P	2 SW	1200	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2 NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2 W;RR W	1125	2	24-S5	F2	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8 S;riv N, E	639	2	20-S1-U	F3	Mtn S, NE/SW Strip not maintd.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
Union City		2.4 W;RR N					ABANDONED
Vandergrift	P	2 WNW	1000	2	23-S5	F1	E blkd. P-line NW.
Warren	P	2 WSW;riv S	1100	2	h22-S5	F2	Mtn NE, SW.
Washington	P	3.2 SW	1183	3	21-S5-U	F2	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5	F2	Hill NE, SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
West Middlesex	P	2.8 W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	Rgt tfc on mrkd rnwys.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLOSED. W end SE/W NW ruf. NE blkd; p-line W NW.
(P)WILLIAMSPORT	P	5.1 E;RR N	528	4	h43-BL4-S5-W	F4	NW blkd;p-line WNW.
York		1.8 NW					ABANDONED
" Whitehall		3 ENE;RR N					(ABANDONED).
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW; hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							Hazardous in snow.
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Duncannon, Hackenberger	P	3 NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Athens, Chemung Valley		1.8 NNW;RR N					ABANDONED
Beaver Falls-Beaver County	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Fairview, Erie Co.	P	1 SW	395	3	27-S5-U	F2	ENE, S, SE, NW blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F2	E blkd; p-line N.
Aliquippa-Hopewell	P	2 SW	1150	2	20-S5	F1	
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
Columbia, McGiness	P	1 SE	285	2	18-S3	F1	W,SE blkd.
Freeport, McVille	P	7 SW	1000	2	15	F2	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
Tionesta, Benningers Sky Ranch	L	2 S	1600	1	22	F1	
Thomasville, York	L	8 WSW	480	2	h30-L4-S5-U	F4	Shoulders soft. Use hard surface.
Clarion, Rhea	P	2 W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
RHODE ISLAND							
Berkeley		0.4 WNW;riv W					ABANDONED
Block Island-State	L	1 WSW;rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Middletown, Newport		SEE: Newport, Rhode Island					
(NG)PROVIDENCE, Green	P	7.3 S;hwy W	53	4	n54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd nats. Use rnwys.
Smithfield		0.5 ESE;RR W					ABANDONED
" NO. CENTRAL STATE	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC)Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Newport	P	3.5 NNE	160	2	h23-S5	F3	3200' strip avail.
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC)Aiken	P	6.8 N;hwy E	530	3	h50-BL4-S5	F1	
Allendale, Williams	L	1.5 NE	187	3	31		INACTIVE.
(P)ANDERSON	P	3.2 WSW;hwys N,S	783	2	h50-BL4-S3-W	F3	Use rnwys
Andrews, Overton	L	2 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No sto.
(PC)Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L4-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE;hwy W	537	2	21-*L4	(F1)	
(N)Beaufort-County	AIRPORT NOW MILITARY INSTALLATION						
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE;bet RR,hwy	190	3	32-E-S3-W	F1	SE blkd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W Strip. hazardous.
Calhoun Falls, Bentley		3.4 ENE;hwy S					ABANDONED
(PC)Camden, Woodward	P	2.9 NE;RR W	300	2	h30-S5	F3	
(AF,N)CHARLESTON AFB	P	9.8 NW;hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civ acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
" Truluck		5.5 W;RR N					(ABANDONED).
Cheraw	L	4.2 WNW;hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf
(PC)Chester	L	6 N;hwy W	709	3	h50-*L1		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(20 Mar 1956)



CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH CAROLINA							
Clemson	L	2.4 ENE;hwy NW	900	2	20	(F1)	E side N end of N/S strip eroded.Soft-wet. Use strips.
(P)COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE;RR SW	203	2	h36-S1	F3	Rgt tfc SE,NE.Obstns sur fld.Use rnwys.
(PC)Crescent Beach,Ocean Drive	L	1.3 WNW;hwySE	33	1	h60		[Fuel avail 08-17 Mon-Fri; 08-12 Sat
(PC)Darlington-Co. Flgt Strip	P	10 N;bet hwys	190	3	h50-S5	F1	
Dillon, Lee		3 NNE;RR E					(ABANDONED).
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P)FLORENCE	P	3 ESE;bet RR,hwy	146	3	h60-BL4-S1-W	F4	Trucks on fld-days. Only rnwy 5-23 lgtd
(PC)Georgetown County	P	4 S;hwy NW	39	3	h50-B*L	F3	[rnwys 18,27,23.
(P)GREENVILLE	P	3.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd,Use rnwys. Rgt tfc
" Jones University	L	4.2 NNW					ABANDONED.
(PC)GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E;RR,hwy SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Honea Path,Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean,ESE	8	1	18		
Joana, Crawford		1 SE Goldville	600				(ABANDONED)
Kershaw	L	4 S;hwy,RR W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed,Sat only.P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N,NW	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3 S	72	3	34-BL2		E,ESE blkd.Ctn-low spot.
(PC)Laurens	P	2.3 E;hwy S	700	2	26-*L1-S5	F1	
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
(P)MYRTLE BEACH	P	3 WSW;hwy N	24	2	h95-BL4-S1-W	F1	Equip on fld intermit.Rnwys usable-ctn.
Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S5	F1	Use strips.Ruf.Servicing avail.on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC)Orangeburg	P	2.3 S	190	2	24-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwyE	79	4	25	F1	All apchs blkd except SE.
Rock Hill, Roddey	L	2.7 SW;lk S	630	3	28		Irregularly attended. ESE blkd. Soft-wet
(P)SPARTANBURG Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwys SE	138	1	13		
Sumter		2 WNW;lk S					ABANDONED
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22-S1	F1	
(PC)Walterboro	P	1.3 NE	93	3	h58-BL4-S1	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE.N end ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
Sumter	P	3 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway & ramp only.
SOUTH DAKOTA							
(P)ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Rnwys restricted to 26,000 lbs. Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3140	2	30-S1-U	F1	NE blkd;p-line SW. Use strips.Soft-wet.
(PC)Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC)Britton	P	2 N;RR W	1310	3	25-BL4	F2	Use strips.
(PC)BROOKINGS	P	1.2 SW;RR N	1637	3	h30-BL,-S5-W	F1	Soft when wet.
(PC)Buffalo, Harding County	L	0.5 E;riv S	2890	3	30-B		Use strips.
Canton	L	1.8 E;hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling. ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Dupree, Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only.Use strips,Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwyN,E	1659	2	26-L4-(S1)	(F1)	P-line N,SE.Use strips,Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC)Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge, 2 NNW.
(PC)Faith	L	0.4 N	2572	1	25-B		Use strip.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S;hwy N, E	1575	2	28-*L1		N,NE,NW blkd.Use strips.
Frederick, Niva		0.8 SE	1390	1			ABANDONED
Gettysburg	L	1.5 S	2082	3	26		Ctn-not maintd.P-line S,Ruf.Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC)Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution.Use strip.
Highmore	L	1.4 N;rd E	1850	2	27		P-line E.Ruf.Use strips.
(PC)HOT SPRINGS	P	6.2SE;hwyS,W	3148	2	h45-BL4-S5-W	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P)HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC)Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	53		Ctn-not maintd,Ruf,rolling Soft-wet.
Lake Andes	P	1 WSW;lk 1, 4 E	1466	2	27-S1	F2	
(PC)Lemmon	P	3SE;hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	29-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
Martin, Bennett County	L	4.4 SSE; riv N	3325	3	25		N, NE, E, NW blkd. Use strips. Ctn-ruf.
(PC)Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC)MITCHELL	P	4.3N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC)Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE,SE
Murdo	L	1 WSW;hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N, NW
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-L4-S5-U	F3	Rgt tfc S.P-line SE.Use strips.
Onida	L	2 W;hwy 1 E	1889	4	34		Ctn-not maintd.P-line N,Use strips,Ruf.
Parker	P	1 NE;hwy S, E	1340	2	25-S1	F2	Use strips,Soft when wet.P-lines SE, SW.
Parkston,Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip.Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P)PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Rnwy 17-35 clsd winter mos. Use rnwys
Platte	L	1.2NE;hwy W	1618	4	28	(F1)	E, S, SE blkd; p-lines N, NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26	(F1)	E,N,NE,NW blkd;p-line S,Ruf.Use strips. Caution when wet.
(P)RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Hailey	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use Strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG)SIOUX FALLS, Foss Fld.	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC)Sisseton	L	2.9 ENE	1170	3	30-L		Use strips
(PC)SPEARFISH, Black Hills	P	4 E	3929	4	51-BL1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
(PC)Timber Lake	L	1 SSW; rd E	2162	3	26-(S3)	(F1)	Caution-ruf,Rolling,No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC)Wagner	P	1.2 S; RR N	1464	3	32-B-S5	F2	Use strips.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf – Unattended.
(P)WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S;hwy W	1848	2	28-B	F2	
(PC)Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B*L4-S5	F1	Soft-wet Use strips,Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC)Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC)Bowdle	L	1 NW	1963	1	23		Soft when wet. Not attended.
(PC)Dupree Municipal	P	0.6 WSW	2340	1	24	F1	
(PC)Haves	L	1 NE	1986	1	23		Soft when wet. Unattended.
(PC)Herreid	L	1N	1725	1	22		Unattended
(PC)McIntosh	L	1 SE	2251	1	24		Unattended.
(PC)Wasta	L	1 NW	2584	1	24		Unattended.
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	
(PC)CHATTANOOGA, Lovell	P	5.5 E;RR E	682	2	h62-BL4,6-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7.4NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	3NNE;hwy E	865	1	22-(S1)	(F1)	
" Waterlevel		3 ESE;hwy N					ABANDONED
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill,Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville,9A,BNA-DCA	P	3.3 WNW;hwy N	1862	2	28-BL2	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5 E;hwy S	1028	1	23		INACTIVE
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)DYERSBURG	P	2 SSW;riv W	337	2	h40-L4-S5-W	F1	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd of E strip. Ctn-3' elec fence NNW of W strip.Rolling.Ditches ends NNW/SSE Strip.
Elizabethton, Carden	L	2.5 SW					ABANDONED.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
Elkhorn. Tennessee Valley Authority		1.8 NW;rd adj E	470				ABANDONED.
Fayetteville, Wilks	L	2.5 NNW;hwy E	697	1	19-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8 ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	L	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE					Perm discontinued.
(P)JACKSON, McKellar	P	5.8 WSW;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
Johnson City	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
Knoxville, E. Tennessee Sky Ranch	L	6 SSW;RR,hwyE	822	1	21		Rolling. Ruf, tall weeds.
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12 SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Use rnwys.
Lawrenceburg, Fleeman	L	3.5 E;hwy S	890	1	19		Closed, unsafe
Lebanon	P	1.8 SW;hwy S	580	3	26-33	F1	
(PC)Lexington, Franklin-Wilkins	P	0.5E; RR W	516	2	20-BL4-S5	F1	
(PC)Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3 N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A, ATL-BNA	P	3.8 WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9 SSE;RR 2 NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd.Rnwy 14-32 clsd ngt operns. Use Rnwys.
" Martin	P	6 ENE	258	2	24-S5	F3	P-line S.Rgt tfc E,S.
"-Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW.P-line S.
" Wilson	P	12.5 SE	320	3	27-*L4-S5	F3	
Milan	P	3 NNE;canal N	378	1	26-S5	F1	
(PC) Morristown, Murrell	P	4.8 SW;hwy NW	1295	1	34-BL4-S1-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
(PC)Murfreesboro	P	2N;hwy W	615	1	27-S5	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4,6,7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5 W; RR S	788	1	28-(S3)	(F1)	Atnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3 NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6 SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED
(AF)Tullahoma, Northern	P	1.5 NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4		
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Lawrenceburg,Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Sewanee, University of the South	P	3 E	1950	1	28		
TEXAS							
Abbott, Stanphill	L	1 S;hwy W	600	1	25		Cattle-fld.Each end ruf.Use strip.
(AF)ABILENE-Army		Airport Now Air Force Installation					
(P) " Municipal		2.8 ESE;RR N					PERMANENTLY CLOSED
(P) " (NEW)	P	3 SE; hwy N	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;RR, hwy N	1750	1	h30-S5	F2	P-lines N,S. Use strip.
Addicks, C-R-C	L	1.8 E;hwy, RR S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	L	17 WSW	3990	4	19		Unattended.
Alamo, Valley Star	L	4 NNE;rd W	90	1	19	F1	P-line NW. Use strip.
Albany, Taylor	P	1 N;hwy E	1429	1	h32-S1	F1	House S.
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Alpine, Altuda Ranch	L	10.4 ESE;RR E	4750	2	45		Hills E,W.
" Kokernot Ranch	L	28 SSE;rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW;crk W	3800	3	45		Soft when wet. Windmill NE.
" Starns	P	2.1 NW;RR E	4500	4	42-L4-S5	F3	P-line N,NE.Fld surrounded by mtns.
Alvin	P	2 NW;hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwyN,S	3604	3	h60-BL4,5-S5-W	F4	Use rnwys.
" Tradewind	P	2.5 S,RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac,Chambers County	P	1.5 E;hwy N	21	2	24-*L4-S1	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	18		
Arlington, Lucas	P	3 SW;hwy 2 N	611	2	19-S5	F3	P-line W, NW. Ctn-wet. N/S strips clsd
" Pulley	P	0.6 N;RR S					ABANDONED.
Athens	L	3.2 SSE;rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		Use rnwys & taxiways.
Austin, Aero-Tel	L	7.5 N	720	1	22	P-line SE	Cattle on fld, pole apch end Rnwy 16R.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees,
Austwell, Heard	L	0.5 SSW;RR E,NE	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield	L	1.5 NW;hwy S	2475	2	22		Use strips.
" Ligon Ranch	L	8.7 SSW	3400	2	19		Ruf. Sheep on field.
" Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW Strip used as road
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution - weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47	(F1)	E/W, NE/SW Strips used only case of strong winds.
Bandera, Flying L Ranch	P	1.7 SE;riv N	1264	2	h26-S5-U	F1	N blkd; p-line E.
" Mayan Ranch	L	0.7 W;riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE;lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14,17,26.
" Mangum	L	3 E;hwy NW	39	2	25		Right traffic.
Baytown	L	3.7 NE;RR E	26	2	23-S3	F1	P-line SE.Cattle-fld.Unattended, No sto
Beaumont	P	6.8 W,hwy S	31	3	34-S3	F2	Use strips. Ruf.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy NE	15	3	h51-BL4-S3-W	F4	Sod area hazardous.Use rnwys.
" Mitchell	L	7 W;RR S	29	1	25	91	P-line S. Rgt tfc S take-offs.
Beeville, Traviand	P	2 NW;RR E	235	2	27-S5	F1	P-line NE,SSE.Cattle-fld-ngts.Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	L	0.6 NW;hwy S	2700	3	33		P-lines SE, SW. Use strips.
Big Spring, Hamilton	P	1.5 N;hwy S,W	2517	4	32-S5	F1	E blkd;p-line N,NE.Use strip.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N;hwy E	616	1	h30		
Booker	L	0.8 SSE;hwy N	2850	2	25-(S1)	(F1)	N blkd. p-line NE. Soft-wet. Use strips.
Borger, Clearview	L	4.8 WSW;hwy N	3260	3	26		Theatre NE.Soft when wet.
(PC) " HUTCHINSON CO.	P	2 N;hwy S	3052	3	h41-BL4-S5-U	F4	
Bowie		2.8 NW;hwy S					ABANDONED.
Brackettville, Ft. Clark Ranch	P	2.4 SW;hwy N	1105	3	53	91	
" Frerick Ranch	L	16 SW;rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5 SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;riv E	1390	1	33		
" Stadler Ranch	L	15.2 SW;rd N	995	2	18		Use strips.
(PC)BRADY, Curtis	P	3 N;hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy, E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE;rd S	10	2	26		NNE, WNW blkd;p-line SSW. Soft when wet. Cattle on field.
(PC)BRECKENRIDGE,Stephens County	P	2.5S;hwy W	1262	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S;RR, hwy W	460	1	21		Cattle on field.
(PC)Brenham	L	1 ESE,RR NNE	342	3	32-*L4-(S5)	(F2)	
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield Mun.	P	5 E	3314	3	37-S5	F3	Strips rough.
(P)BROWNSVILLE, Rio Grande Valley International	P	4.5 E;hwy N	22	6	h57-BL4,5,6-S5-W acft 10,000 lbs or less	F4	AIRPT OF ENTRY. Rnwy 4-22 rstd to Use rnwys,fnwy lgts on req after 2100
" Mauldin	P	4.4 NNW;RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips.Cattle on fld. Soft - wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F4	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	3.1 N; lk W	1500	2	18		SE, S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE;hwy N	360	3	27-B-S3	F2	Use strips.
" Diamond W Ranch	L	8.5 SW;riv W	320	2	30		Cattle on field. Use strips. Ruf
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on field.
" Timberlake	L	3 S	360	2	28		S blkd;p-line SSE.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on field.
Burnet		1 NE;RR W	1325				ABANDONED
Butler, Prewitt	L	0.3 NE;RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E;hwy W	610	3	26		P-line W.
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ►◄-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Camp Wood, Shield Ranch	L	4 ESE	1594	2	20		
Canadian, Hemphill County	L	1.5 SW;hwy E	2300	3	32		Unattended.
Candelaria	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
(PC)Canyon, West Texas State College		1.5 ENE;RR NW					ABANDONED
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carbon-Quarry	L	1.6 E;RR S	1552	1	24		Caution-weeds. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E;hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W;hwy N	310	2	23		W blkd;p-line NE. 35'ant. N end NE/SW strip. Dip 200'from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	L	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
" Johnson Ranch	L	10.7 SE;rd S	2092	2	37		
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
" Briscoe's Catarina Rch.	L	13.8 WSW	650	1	26		P-line NNW. Soft when wet.
" Diamond H Ranch	L	5 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on field.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW. Cattle on field.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on field.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv 2.5 N	1400	2	15		
Christoval, Edwards	L	2.4 N;riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	L	2.5 NNW;hwy E	1620	4	30-S3		P-line N;hill NW, Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on field.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on field.
" Kitzler Ranch		11.4 SSW					(ABANDONED).
" Logsdon Farm	L	3.5 W;RR N	3420	3	21		Cattle on field.
" Vance	L	1.2 ESE;RR N	3375	3	25		ENE, WNW blkd. Bcn prior req.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less.Use rnwys.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Colorado City	L	1.5 S; riv NW	2072	3	23		P-lines N, NNE. Rolling. Use strips. Stock on field.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on field.
Comanche	L	4 WSW	1650	4	26		P-lines N,NNE,NW.Stock on fld.
Comfort	L	1 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16		S blkd.
Comstock, Hayes Ranch	L	16 NNW	1750	1	16		Loose rock on strip.
" Kelly Ranch	L	3 WNW;RR S	1550	1	25		
Conlen	L	0.5 NE;RR hwy S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4, HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for tk-offs. Rnwy 26 clsd for landings.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL4-S5	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N,NE,3700'strip avail.
" "75"	P	1.8 N;hwy E	480	2	h20-S1	F2	P-line N;twr SE.Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	4	36		Use strips.
Crockett	L	3 WSW;hwy S	370	2	23		ABANDONED
Crosbyton, Paudler	L	1.5 E;hwy N	3017	1	h25-(S1)	(F1)	NW blkd. Use rnwy.
Cross Plains, Bryant	L	1.4 N;rd W	1750	1	25		S blkd. Cattle on field.
Crowell, Foard County	L	0.8 E;hwy N	1479	1	h22		
" Whatley	L	1.8 SE	1460	4	20		P-line NE. Use strips.
Crystal City	L	1.8 N;RR W	600	1	19		Ruf
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys .Only Rnwys 17-35,3-21 lgtd.
" Ingram	P	3.4 SE;lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5	F4	Major acft rprs only. Use rnwys.
► " Highland Park	P	9 N;rd E	524	2	h24-L4-S5	F3	Use rnwys when wet.
" Hi-Way 77	P	10.4 S;hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd. P-lines SE,W.
► " Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4,7-S5-W	F4	Use rnwys. P-line S.
" Mustang		6 NNE;hwy NE					(ABANDONED).
" Redbird	P	7 SSW;hwy SE	642	3	h44-BL4-S5-U	F4	Use rnwys.
► " White Rock	P	6.7 ENE;hwy E,S	543	3	h16-S5	F3	2550' strip avail. Ctn-fire break SW.
Decatur	P	1.5N;rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11 ELP-FTW	P	0.5 ENE	3955	2	39-B		P-line SE. Blinker lgts on hills surrounding field. Rolling, ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
" Pauley	L	0.5 SSW;hwy E	3710	2	27	(F1)	
Del Rio	L	1.5 W NW,RR S	1025	3	30-*L-S5	F2	N, SE blkd. Rd crosses N/S strip. Rgt tfc strips 12, 17.
" Horn Ranch	L	21 NE;rd W	1290	4	21		Hill NNE. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Del Rio, Townsend Ranch	L	21.9 SE;hwy W	960	4	24		Windmill N. Cattle on fld. Use strips.
(AF) " Val Verde County	P	4.5 ENE;RR S	1094	3	h49		CIVIL FACS ONLY.
Denison, Grandpappy Point	P	8.7 NW;lk E	694	1	15	F1	Rolling
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	42		P-lines E, NE, NW. Use strips.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2440	2	21		NNE, W blkd. Stock on field.
Dilley	L	0.5 SW;RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E;RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W
Dripping Springs Shields Ranch	L	7.5 NE	1100	2	22		Cattle on field.
► Dryden, 29, ELP-BRO	P	5.7 W;hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Kerr Ranch	L	4.8 N	2200	3	18		
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on field
(PC)Dumas		0.7 SSE;hwy W					ABANDONED
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E;hwy N	774	3	30-S3	F1	WNW blkd, p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9 E;hwy S	865	2	h35		INACTIVE. Cattle on field.
► Edcouch, Walker	P	0.6 NE	70	1	31-S5	F1	
► Edinburg	P	2.8 W;hwy S	90	3	31-L4-S3	F3	E, W blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd;p-line E
(PC) " Moore		Airport now Air Force Installation.					
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage. P-lines NNE, SE, SSW.
Eldorado	L	1 W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
" Cage Ranch	L	6 SE;lks S	800	1	50		
(P)EL PASO-International	P	4.8 ENE	3936	4	h90-BL45β-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use
Ennis	M	1.5 NW;RR E	546	1	29		ABANDONED rnwys. No acft in excess 120,000 lbs. gear
Esperanza	L	2 SE;rd W	3475	2	19		load permitted to land.
" McCoy	L	0.5 NE;riv 18	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	25		Rough. ESE blkd.
Falcon, Utah	L	3.9S;riv W	230	1	37		P-line S.
► Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft when wet. Ruf. rolling. Use strips.
Ft. McKavett, CB Ranch	L	2.6 W;rd S	2150	2	32		NE, SE, SW, NW blkd. Cattle on field. Caution-holes.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on field.
Ft. Stockton, Allison Hdqs. Ranch	L	31.3 S;rd E	4500	3	19		Hills ESE, WNW.
" Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Elsinore Ranch	L	21 S;rd E	3560	3	20		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strip. Cattle on field.
" Henderson Two	L	19 SSE;hwy 2E	3400	1	21		Rolling
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F1	
" Puckett Ranch	L	27.5 SE;hwy SW	3500	2	22		Use strips. Soft when wet.
" Rachel Ranch	L	29.8 SE;hwy SW	3300	2	25		Soft when wet. Cattle on field.
" Win-Field	L	3.2 E;hwy N	2925	4	54		(EMERGENCY ONLY). P-line N.
Ft. Worth, Conn	L	8 NE;hwy NW	600	1	19		S blkd.
" CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE/SW Rnwy clsd. Use rnwys.
" Hicks	L	12.5 NNW;hwy W	817	1	30		Caution-holes. Cattle on field.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
► " Midwest	P	5.3 ESE;RR NNE	645	3	24-S5	F1	Use N/S strip. S,W blkd;p-line E,SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;RR,hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on field.
" Russell	P	7 SSE;hwy NW	680	4	31-S3	F3	
" Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
" T. C. U.	L	6.6 SW;RR SE	710	1	30-L-S5	F1	P-line S.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer	L	3.5 E;hwy S	625	1	34		P-line SE. Use strip.
" Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on field. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garland, Varo	L	1.2 NW	615	1	22		
Garwood	P	1 SW;hwy E	125	1	22-S1	F1	
Genoa	P	1 NE;RR, hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE/WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S;RR W	480	3	27-B*L-S1	F3	Rolling.Ctn-high weeds,grass
Gladewater	L	2 WSW;hwy S	296	2	23		
Glen Rose, Lane	L	6.5 E	820	2	22	F1	P-line NW. Stock on field.
Goldthwaite	P	2.6 SW;hwy NW	1500	1	35	F1	P-line W.
Gorman	L	1 S;rd N	1400	3	22		P-lines NNE, NNW. Soft.
Graham	L	2 ENE;hwy N	1120	4	h34-S5	F3	P-line N,W,NW;hill N. 4000'strip avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Graham, Rosser Ranch	L	6.7 SSW; riv S	1105	2	33-*L4		
Grapevine, Price	L	3.7 WSW; hwy NW	506	1	16		NNE blkd.
(P) Greenville, Majors	P	6 SSE; RR NE	544	4	h55-B-S5	F4	
Greggton, Skyranger	L	1.4 SW; RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW; hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW; hwy S	1760	1	h40		
Hale Center, Laney	L	0.5 SW	3450	1	26		
" Laney Farm	L	5.7 NNW	3400	2	21		Rough.
" Mann Farm	L	10.5 WNW	3450	2	27		Cattle on field.
Halletsville, Ragsdale	L	12.8 ESE; riv W	200	1	27-B		E blkd.
(PC) Hamilton	L	2.3 SSW; hwy E	1250	4	30-BL4	F1	Cattle on field.
Hamlin, Round Top Oil Co.	L	10.2 WSW; lk S	1940	2	31		Soft.
Harlingen-Harvey Richards	P	4 W	43	3	h36-BL4-S1	F3	
Helotes, Jaycox	L	2 W	1000	1	20		
(PC) Henderson, Rusk County	P	3 WSW; rd N	440	2	h30-B*L4-S5	F1	Major Engine & Minor acft rprs only.
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling, Cattle on field. Use strips.
► (P) Hondo Air Base	L	2.1 W; RR S	929	6	h61-BL4		AF primary contract school. CLSD civil acft excpt on ofl bus or prior approval. (See Arpt Notams)
" Holloway Farm	L	5 S; hwy E	800	1	14		Rolling, ruf. Bank along edges. Use strip.
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		No lndg rnwy 8-26; take-offs to E only. 70' twr center S edge of fld; unlgtd p-line parallel to and 1000' E of E boundary. Use rnwys, Shoulders-soft.
► " Andrau	P	12 WSW; rd W	80	3	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	34	3	h40-*L-S5-U	F3	SSW blkd; p-line E. NW/SE, E/W strips
" Gulf Coast	P	9.5 NNW	88	2	26-*L4-S5-U	F2	500 ft. rdo twr 1 mi W. soft-wet.
" Linda Sue	C	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
" Sky Ranch	L	8.5 S; RR W	56	2	22		CLOSED. WNW blkd.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC) Huntsville	P	2.5 NW; hwy S	366	3	h25-L4-S3	F2	2900' strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on field.
" Outpost	L	1.3 E; lk NE	550	3	25		
Imperial, Heagy	L	1.5 SE; hwy NE	2724	1	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW. SE, N.
Italy, Bell Branch Ranch	L	5 NW; RR E	550	3	30		NNW blkd; p-line NNE, ENE. Ruf.
Itasca-Community	L	2 ENE; hwy NW	820	2	15		P-line W.
Jacksboro, Grace	L	3.8 WNW; rd E	1100	2	31		P-line SSE.
" Rodeo City	L	4.5 N	950	2	23		SE blkd. Cattle on fld.
Jacksonville	L	3 N; hwy E	709	2	23		
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW, S blkd.
► Jasper-County	P	2.9 SW; rd W	222	2	h26-L4-S1	F1	2800' strip avail.
(PC) Jefferson, Cypress River	L	2.8 ESE; RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW; hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE; riv S	1100	1	18		Road crosses strip.
" Waller	L	0.5 SW; hwy N, NW	1233	1	16		
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE; hwy NW	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE, E/W Strip not
Juno, Mayfield Ranch	L	3 WSW; hwy E	1900	2	19		Hills E, ESE; p-line WNW. maintained.
" Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W. W. West Ranch	L	3.8 NW; rd W	1800	1	27	(F1)	
Keene	L	2 NNW	800	1	17		Cattle on field.
Kendalia	L	2.5 W	1350	1	21		Cattle on field.
Kenedy, Evansten	L	1.4 NW	270	1	18		
Kent	P	0.6 WNW; RR S	4260	4	21	F1	ENE, NW blkd; p-lines SE, WSW.
" Foster Hq. Ranch	L	12 NNW	3880	2	21		Use strips.
" Nevell #2	L	38 NNW	3850	3	26		
" Nevell Hq Ranch	L	16.2 N; rd E	3550	2	21		Use strips. Ruf.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E; hwy S	2840	5	h32		P-line SW, WNW/ESE Strip ruf.
(PC) KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F1	Ditches both sides strips.
Kilgore, Elders		2.5 NE; RR E			ABANDONED		
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips.
" Thompson-Youngblood	L	12.3 SSW; riv N	900	1	18		N blkd. Cattle on field.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip available.
► La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lajitas	L	1 NE; rd NW	2300	1	36		Use strip.
" Fowlks Brothers	L	16 NW	4300	1	25		
" Hoof & Mouth Patrol #1	L	13.5 WNW	2580	1	19		Lgt acft only. Hill N
Lamesa, Brown Farm	L	4.5 N; hwy E	3050	2	22		Use strips.
" Hogg	L	3 W; hwy S	3000	2	32		P-line S. Ruf. Muddy-wet. Use strips.
(PC) Lampasas-County	L	6 NW; RR S	1480	3	32		P-line ENE. Road cros es N/S strip. Use strips.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(PC) LaPorte	P	2.5 WNW; rd S	30	3	40-S5	F4	
La Pryor, Pickens-Coffield Ranch	L	16 W; hwy N	728	1	30		
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
" La Mesa Ranch	L	30 NNW	740	2	42		Unattended.
Leaday, Miller	L	1.3 SSE; riv W	1525	3	31		SE blkd; p-lines S, W. Soft when wet.
Leakey, Lewis Ranch	L	6 NNW; rd E	1730	1	21		Cattle on fld. Soft-wet. 3000' strip avail
► Levelland	P	2 S; hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet.
Liberty, Darrell	L	4.3 SSE; RR N	30	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd; p-lines N, NE, SE, NW.
" White Ranch	L	11.2 SW; lk E	3500	1	19		Caution-weeds.
(PC) Llano-County	L	2.4 NNE; hwy W	1029	2	43-(S1)	(F1)	P-line NW. Ctn-wet. Use strip NW/SE strip
Lockhart	L	2.8 S; hwy E	529	2	28		clsd
Lockney		1.3 SSE; hwy N			ABANDONED		
" Brown Farm	L	6.7 NNW; RR S	3350	1	23		P-line W.
" Thompson Farm	L	7 WNW; RR N	3350	1	21		P-line S. P-line N. Ruf.
Lolita, Walker	L	1.8 SSW; RR N	38	3	17		Use NNW/SSE strip only. NW blkd;
Lometa	L	3.5 WNW	1500	1	21		Cattle on field.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longfellow, Cox Ranch	L	8.2 SW; RR S	3700	4	48		Hills SE, WNW.
" Garner Ranch	L	14.8 S; crk S	2625	2	12		(DANGER-SHORT FLD). Use strips.
" Slaughter Hq Ranch	L	15 SSW; crk S	2550	1	22		Pole ESE end of strip. Soft.
" West Pyle Ranch	L	13 NNW; rd E	4000	1	25		Cattle on fld.
" Yoas Ranch	L	6.5 WSW; RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
Longview, East Side	L	2.4 NE; hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE; hwy N	365	3	h52-BL4-S5-W	F4	Use rnwys.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P) LUBBOCK	P	5 NNE; RR W	3256	3	h65-BL4-S5-W	F4	Use rnwys.
Lufkin	L	2 NW; hwy N			ABANDONED.		
(P) "ANGELINA COUNTY	P	7.8 SSW; hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy, Ruf.
(PC) Luling Memorial	P	3.5 N; hwy E	480	2	28-S5	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
Marathon	P	0.8 SE; RR N	4100	4	37-S5	F1	
" Big Bend Guest Ranch	L	34 SSE	2650	1	15	(F1)	
" Cox Hq Ranch	L	24 ENE	4100	4	37		Cattle on fld.
" Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Dugout Mountain	L	7 WRR, hwy NNE	4200	2	37		
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Horseshoe Mesa	L	36 SE; rd N	3000	1	21		Use strip. Cattle on fld.
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC) Marfa	L	4 N; hwy E	4848	2	h53		
(PC) " -ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use Rnwys. Bcn prior req.
" Petan Ranch	L	32 SW	5340	1	61		Use strip.
" Rawls Hq Ranch	L	49 S	4700	4	26		
" Rawls Ranch	L	45 S	3750	2	17		Road crosses NNW end NNW/SSE Strip. Hill ESE. Ruf.
Marlin, Rogers	P	1 S			ABANDONED.		
" Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC) MARSHALL, Harrison Co	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn, lgts prior req after 2300.
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42	87	Trees SE, NW. No ngt operns NE/SW Rnwy
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC) Mason-County	L	3.2 ESE; hwy N	1500	3	36		
(PC) McALLEN, Miller	P	1.8 S; hwy E	102	3	h41-BL4-S5-U	F4	
(PC) McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
McLean		1.2 NW; hwy E			ABANDONED		
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
Melvin, Richie	L	3 E; hwy S	1900	2	25		E, S, W blkd.
(PC) Memphis	L	1.4 NNE; RR SW	2082	3	33		E, SE blkd, Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE Strip.
Mentone	L	0.3 NE	2680	3	15		(EMERG ONLY. NE blkd; p-line S. Use strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Meritzon, Thorpe Ranch	L	3.5 NNE; crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE; rd N, NE, SW	516	2	23-S3	F1	P-line E. Rgt tfc E, N. E/W strip ruf.
(P) Midland-Arpk	P	3 NNW	2805	3	h64-L4-S5	F4	
(P) " AIR TERMINAL	P	0.5 WSW; RR S	2867	4	h66-BL4S5-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Cattle-fld. Soft N of pipe line when wet. Ruf.
(P) MINERAL WELLS	P	3.6 ESE; hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	2	25		
" -Aero	L	2.5 WSW; RR N	135	2	16		P-line SE. Use strip.
" Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
" Tri-Cities	Airport now Military Installation						
Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.

F-fuel octane, ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Montell, McCarthy Ranch	L	4.7 E	1600	2	32		ESE, W, NW blkd.
Moran, Manning Plant	L	6.8 E	1340	1	40		Poles N-use W half of strip. Ctn-weeds.
(PC) Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips.Ditch S.
(PC) Muleshoe, Warren	L	1 ENE;hwy N	3800	4	43		P-lines N, W, NW, WSW.
Munday, Leflar	L	0.7 E;RR N	1483	1	15		N blkd.Muddy when wet.
(PC) Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4-S1	F3	4300' strip avail.
(N, NG) Newark, Eagle Mtn Lake	L	1 SSE;RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle-fld intermittently.
Odessa, Ector County	P	5NNW;hwy W	2988	4	h43-*L4-S5	F3	5300' strip avail.
O'Donnell, Gary	L	4 SW;hwy E	3050	2	13		
" Nance Ranch	L	13 ESE;hwy E	2975	2	22		Hangar WNW.
(PC) Olney	L	4 WSW	1274	3	h55		Use rnwys.
Orange, Brown	P	3.6 WSW;hwy SE	20	4	50-*L4-S1-U	F3	P-line SE. Use strips. FEE.
Orla, Tex-Line	L	13.7 NNW;hwy W	2900	2	31		
Ozona	L	4.9 WSW;hwy N	2474	5	42		Closed.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S.Use strips.
" Henderson One Ranch	L	1 N	2330	2	40		Unattended.
" Miller Ranch	L	11.9 SSW;hwy E	2200	3	29		Rolling. Loose rock on N/S, E/W Strips.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, J. Y. Ranch	L	17.5 SSE	1700	2	26		Cattle on fld.
" Martin	L	4.4 NE;hwy S	1800	1	18		P-line S. Rolling.
" Triangle Ranch	L	13.7 E;lks N, S	1740	1	h38		Caution-draws.
(P) Palacios	P	2.9 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O'Connor	9	5	h43		CLOSED.
(PC) Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Paloduro, J. A. Ranch Hqs.	L	2. 2 E	2625	3	24		P-line NW.
Pampa, LeFors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18		Unattended. Surd.by mountains.
Panhandle	P	1.6 SSW;RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW;RR SW	3475	4	29		
PARIS, Cox	P	6.6 ESE;RR N	547	3	h46-BL4-S1	F2	Use rnwys.
" Legion		1.5 N;RR W					(ABANDONED).
➤ Pearland	P	0.3 S;hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC) PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW;RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC) Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
"Barbaugh	L	22.2 S;riv S	3000	4	41		
"Urban	L	19.5 SSW	3000	2	17		
"Wermske	L	17.9 SSW;lk N	3000	4	19		P-line W.
Pharr	L	1.8 S;hwy W	95	2	23-S5	F3	W, NW blkd. No Storage.
Pine Springs,McComb's #1	L	7.5 NNE	5000	2	20		Ctn-lgt acft Mtn NW. Hills surd fld.
" McComb's #2	L	10 ENE;hwy S	4600	2	30		
Placedo Junction	L	0.5 NE;RR N	12	2	20		
(PC) Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
Plainview, Brown	L	10.2 ENE;RR S	3350	1	27		E blkd.
(PC) " HALE COUNTY	P	1.6 S;hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips.Elev.NE;rdo twr NW.
Pleasanton, Haverlah	L	1 N;riv E	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW;hwy SW	6	4	33-S3	F3	
(PC) Port Isabel	L	10.5 NW	12	4	h53-S5	F1	91, 100 oct avail emerg only
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S;hwy intsxns S	15	3	23-S5	F2	S blkd.p-lines N, W, NW.
Port O'Connor, Fisher	L	1.5 W;hwy N	10	1	18		
Post, U Lazy S #2	L	4.5 SW	2840	2	20		
" U Lazy S Ranch #1	L	10.7 SSW;riv SW	2500	1	h20-*L4	(F1)	4500' strip avail.
Poteet	L	0.6 SW;RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
" 4-G Ranch	L	12 W	280	2	21		
Presidio	L	8 NE;riv S	2580	1	21		Hills E.
(PC) Quanah	L	2 SW;hwy 1 E	1602	3	h24-(S1)	(F1)	
Quemedo, Townsend Farm	L	4 N;hwy E	800	1	26		SSE blkd.
Ralls,Watkins	L	3 N;hwy E	3125	1	26		E blkd.
Ranger	P	1.5 SSW;hwy W	1468	4	28-*L1-S5	F2	P-lines N,W.
Rankin	L	0.4 NW	2550	2	27		Loose rocks P-line S;hill N. Use strips.
" Kincaid Ranch	L	6.7 WSW;hwy S	2500	2	29		P-lines N, ESE.
Raymondville, Cde	L	3 SE;hwy N	34	1	15		P-lines N, S. Use strip.
" Fox	P	1 WSW;RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Redford	L	1.5 N;riv SW					ABANDONED.
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line NE, NNW. Use strips.
Rio Grande City	L	1 E;RR S	200	2	20		
" Continental Oil Co.	L	17.5 NE	450	3	25		side rnwys.
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	29-S1	F1	P-line SW, Rolling. Ctn-Golf course

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Robstown	L	1 SW	77	4	h16		Asphalt broken ruf.
Rockdale	L	2.3 SSE;RR W	470	1	h33		Use rnwy.
\N Rockport, Aransas County	P	4.3 N;bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E;hwy N	3300	2	20		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F1	Use strips.
Rotan, Phillips	L	9 W;riv L5 NW	2150	2	21		
" Whitefield	L	3 SSE	1955	2	21	(F1)	Unusable after rains. NNW blkd.
Round Mountain, West Rch	L	9 WNW	1300	1	h37-*L4		
Royalty, Bentley	L	1 NE;hwy W	2530	1	16		Use strip.
Ruidosa	L	1 ENE	3000	1	13		Draws each end of strip .Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
" Wieboldt #1		6.3W					ABANDONED
➤ " Wieboldt #2		1 N;hwy N					ABANDONED
Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		
(P) SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F3	Use rnwys.
" North Concho		1.7 WNW;riv W,S					ABANDONED.
(P) SAN ANTONIO,International	P	7.8 N;RR SE	800	3	h54-BL4,5,6-S5-W	F4	2-way rdo rqrd ngt.
" Benham Hereford Farm		8 NE;RR W					(ABANDONED).
" Bexar County		7.1 SSW;RR NE				F3	ABANDONED
" Davis		6.7 N;hwy S					(ABANDONED).
" Lakefield	P	10 S;lk E, S, N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NW.
San Benito	P	1.5 E;RR, hwy SW	31	2	26-S3	81	P-line S.Use strips.
Sanderson	L	2 W;hwy N	2900	1	24	(F1)	Mtns sur fld. Bend in center.
" Big Canyon Ranch	L	16 NNE;rd N	3000	2	15		Use strips. Cattle-fld.
" Bullis Gap	L	24.8 SSW;riv SSE	2550	2	26		Mtns sur fld. Use strips.
" Coates Hq	L	36 NNE;rd E	2575	3	24		Mtns sur fld. Use strips.
" C. C. Mitchell Ranch	L	11.2 NNW;hwy E	3100	1	16		Cattle on fld.
" J. C. Mitchell Ranch	L	28 NNE;rd E	2975	1	23		Use strip.
San Marcos, Kalt Ranch	L	5 N;riv W	800	1	26		Cattle on fld.
" Thompson	L	2 SE;riv NE					ABANDONED.
Santa Elena, Diamond O Rch	L	5.5 SW;hwy E	310	1	32		
" Humble Kelsey	L	4.8 ENE	425	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
San Ygnacio, Corallitos	L	5.5 N;hwy W	350	1	50		
" La Perla	L	11.5 N;hwy E	351	1	20		
Saragosa, Rowe Farm	L	1 SW;hwy E	3150	1	19		
Seadrift	L	0.8 NW;hwy E					ABANDONED.
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E;hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Seymour		1.3 SE;hwy N					ABANDONED
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Ltd uphill tk-off downhill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips
(PC) Shamrock	P	1.3 SSE;hwy W	2322	2	26-BL4	(F1)	
Sherman	P	1.4 SE;hwy N	749	2	h28-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Shiro, McBride	L	2 NW;RR S	330	2	22		ABANDONED
Sierra Blanca, Steiler Rch	L	5.6 NNE;rd W	4550	2	27		Use strips.
Silver, Lazy X Ranch	L	4 NNW;rd E	2110	4	18		Hill E. Cattle-fld. Soft when wet.
Silverton	L	1.8 ESE;RR W	3260	3	22		P-lines N, NE, S, SW. Cattle on fld.
Sinton #1	L	1.3 E;hwy S	50	3	35-(S5)	(F3)	Irreg.attended.Dusting opern only.
Sinton #2	P	2 W;rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E;RR W	3240	1	21		
Slaton		2.5 NNE;hwy W					ABANDONED
Smithville	L	2.5 SE;lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld Rolling. Use strip
Snyder, Diamond M Ranch	L	10.7 WSW	2400	2	20		
" Winston	P	2.5 SW;hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Allison Ranch	L	11.6 E	2350	3	25		Soft when wet.Cattle-fld.Rolling.
" Cope'and Ranch	L	15.7 NE	2360	2	31		Unattended
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet.Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7 E;rd N	3075	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4 E;rd N	3080	2	20		N blkd;theatre W end E/W Strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Flying X Ranch	L	10 WSW;rd E	956	3	18		Use strips.
Spur	L	2.2 S;RR N	2363	3	27-*L4		/Bcn prior req.
Stamford, Arledge	P	5 SE;hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only.
Stephenville	P	1.5 E;hwy W, SW	1310	3	30-*L4-S5	F2	Ruf.
Stowell, Jones Park	L	1.2 N-W;hwy E					ABANDONED
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd;p-lines NW, NW.
Strawn, Copeland Ranch		1.6 S;hwy E					ABANDONED
Sudan	L	1 S;hwy E	3778	1	19		Use strip.
Sulphur Springs	L	1.9 NW;RR S	472	3	35		Unattended.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
(AF) SWEETWATER	P	3.5 W;RR S	2379	3	h62-BL4-S5-U	F3	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
" Double Heart Ranch	L	9.5 SSE	2540	3	22		P-line NW.

F-fuel octane, ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Taylor	L	2.2 WNW;hwy S	520	2	h21		Unattended.
Teague, G & S Sky Ranch	L	1 N;RR,hwy SW	506	1	17-*L		Unattended.
(PC) TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use Rnwys.
Terlingua	L	2 E;hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE,NW blkd,N/S Strip ruf,short.
" Menchin Ranch	L	11 NE	3400	1	18		Mtn ENE. Use strip.
" Rosillas Ranch	L	28.5 ENE	2950	1	14		Strip used as road. Caution-rutted.
" Stillwell	L	47.4 E;riv E	2010	2	14		
(PC) Terrell	P	1.5 SSE;RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy, RR S	500	1	23	F1	P-line SSE.
Texarkana		6 W;RR,hwy N				F3	ABANDONED tf.
Texas City, Gulf Coast	P	2.8 WNW;lk N	7	3	23-S5	F1	N blkd,Use strips.
Texon, Parker	L	2.3 W;RR, hwy N	2700	4	32		Ctn-golf practice on E/W strip Use strips
Throckmorton, Woodson Oil Co.	L	3.5 NW;rd W	1450	1	15		Caution-weeds, ruf.
Tilden, Arrow Head Ranch	L	13.8 S;hwy E	300	2	74		
" Wheeler Ranch	L	2 N;hwy E	300	1	29		
Toyah, Burchard	L	5.4 WNW;rd S	3090	2	h32		
Truscott, J. Y. Ranch	L	11.7 W	1650	3	17		P-line N.
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia	L	15 NNW;hwy W	3500	3	33	(F1)	Cattle-fld,Use strips,Wet during irriga-
" Cowan Farm	L	4.6 SW;hwy E	3530	4	18		ENE,E,SE,S,WSW blkd. tion.P-line E,NE.
" Foster Ranch	L	17.4 SSE	3350	2	32		NNW blkd;p-line SSE. N/S Strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd;p-line NW.
" Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld.
Turkey	P	2.7 SSW; hwy E	2350	2	27	F2	Use Rnwys.
(P) TYLER, Pounds	P	5.5 W;hwy N	544	3	h51-BL4-S5-W	F4	Acft above 50,000 lbs rstd to Rnwys 4-22.
(PC) Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F1	Use rnwys.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	20		Cattle on fld.
Vanderpool, Haby Ranch	L	8N	2000	1	23		Rocky, ruf. Deer on fld.
(PC) Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE,RR S	3955	3	h60-BL2		Use rnwys.
Van Horn, Gifford Hill	L	9 WNW;RR N	4600	1	26		P-line ESE.
" Looney Ranch	L	35 NE;rd E	4400	3	18		W blkd.
" Munn Bros. Ranch	L	20.7 NE	4200	2	21		WNW/ESE Strip short. Use strips.
" Walker Wells Ranch	L	44.5 NNE;mtn SE	3900	3	18		Cattle on fld.
► Velasco, Baugh		0.8 NW;hwy SW					ABANDONED
Vernon, Wilbarger County	P	5 N;hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S3-W	F4	Use Rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd,Cattle-fld,Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld,Gulley S.
Water Valley, Skeet Ranch	L	13 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	L	1.5 SSW;hwy E	606	1	19-S3	F1	Unattended.
Weatherford	L	1 W;hwy N	1179	1	33-*L4	(F3)	Not regularly attended,Use strip.
" Gaare	L	3.2 SSE,RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
(PC) Wellington, Marian	L	1.6 ESE;hwy W	2010	3	29-B		Bcn inop after 2400.N blkd,Use strips. Use only N/S Strip when wet.
Weslaco, Mid Valley	P	1.7 NE;RR W	70	3	h25-S3	F3	Embank. N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling, ruf.
Whitney		1.8 SSW					ABANDONED
" Laguna Park	L	7.5 SW;dam E	590	1	18		Use strip.
" Lake Edge Harbor	L	3.1 WNW;lk W	590	1	21		P-line N. Loose rocks S end.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5	F1	P-lines N,E,S,SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5	F3	2700' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R,35C,35R,20,30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Rch	P	2.4 NNW	1000	1	h26	F1	
(P) Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3	F3	Rnwy 17-35 clsd ngts.
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N,Cattle-fld,Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
Woodson		1 SW;hwy S					ABANDONED

h-paved rnw, ' B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
		NEW AIRPORTS (or airports out of alphabetical alignment)					
Anson,Steen	L	2.5 NE;hwy W	1700	1	20		
Haskell,Paint Creek Plant	L	10.8 ESE;dam SSE	1440	1	18		Use strips.
Houston,H&H Guest Ranch	P	12 mi N	82	1	40		
Harlingen,Elliott	P	5.5 NNW	40	2	22-S5	F3	No sto,P-line W,N.
Dallas-Flyers	L	7 SW	680	2	34-S5	F1	P-line S end N/S Strip.
Ft.Stockton,Skevington	L	38 S	3820	2	30		
Port Lavaca,Reikert	L	1.5 SW	17	2	18		
Amarillo-Palo Duro	P	4 S	3636	2	25-S5	F1	Fence S W.
Kerrick,Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on field.
Sugarland,Hull	P	1 NW	99	1	51-S5	F1	
San Marcos	L	3 S	630	2	34		Irregularly attended
Whitney, Fisherman's Inn	L	3.5 SW	590	2	40	F1	
► Corsicana, Allison Ranch	P	3 NW	410	4	h27-S3	F2	4000' strip avail.
Eastland	L	1 NE; RR S	1480	1	30		
► Dallardsville, Big Sandy	P	4 E Big Sandy	185	1	21	F1	
► Smithfield, Mangham	P	1 SE	600	2	36	F1	30' p-line across N end N/S rnwy.
		UTAH					
(PC) Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E,S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N;rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC) Brigham City	P	3 NW;RR S	4220	3	37-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon,45,LAX-DEN	P	5 N;rd S	7586	2	h74-BL4-S1-W	F3	Strip - ruf.
Buckingham,Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P) CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S,W. Use rnwys.
► (P) Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Dragerton	L	2.7 WSW;RR N	5750	1	41		Soft when wet.
(PC) Duchesne	L	2.2 NNE;riv W	5633	3	51		
Enterprise, 39, LAX-SLC		8 NNE;hwy N					Perm. discont'd.
(PC) Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on field.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Monument Valley	P	0.5 N	5155	2	30-S3	F1	SSW,S blkd,Tk-off N,ind S,Use at own risk
Grantsville	L	0.8 S	4420	1	31-S1	F2	Ruf,Use at own risk.
Hanksville,54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S Strip ruf, N end soft when wet.
(PC) Heber-Valley	L	1.8 SSW;hwy NW	5632	1	h44		Rgt tfc rnwy 21.
Howell	L	2 S	4480	1	28		P-line N. Soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC) Hurricane	L	2.5 SSW	3347	2	h34		Mountain E.
(PC) Junction	L	1 NNW;hwy E	6074	1	38		
(PC) Kanab	L	2.6 S;hwy E	4856	2	h53		Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58		Soft when wet.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E;RR S	4414	2	50-BL2		E/W Strip rolling, ruf.
Manti-Ephraim	L	5 N Manti;RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
Midvale		3 WSW;RR S					ABANDONED
(P) Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W		
(PC) Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
Mount Pleasant	L	1.5 SSW;RR NW	5857	1	47		Soft when wet. Use strip.
(PC) Nephi	L	2.5 NW;RR E	5010	2	h47		Caution-loose gravel.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
" -Air Park		4 S;hwy NE					(ABANDONED).
Parowan	L	1.8 NNE	6000	2	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-BL4-S3	F2	
► Promontory Point, 3, SLC-PDT	P	0.3 NW,RRE, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW;RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36		
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6 SE	2887	2	h50-BL2,4		
(PC)Salina-Gunnison	L	5.5 NNE Salina	5170	2	h38		Strip ruf in spots.
(NG,N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4,5,6-S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW;hwy N	4243	3	42-S5	F2	P-lines N, NNW.
Sandy, Alta Air Park		2.3 E					(ABANDONED)
(PC)Spanish Fork-Springville	P	2.5 NNW,RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rwny intsxn.
► Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
Torrey	L	0.7 S;riv SW	6800	1	30		
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy. E/W Strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
NEW AIRPORTS (or airports out of alphabetical alignment)							
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3400	1	35		Unattended.
Draper, Sky Haven	P	1.5 NE	4750	3	48-S3	F2	
► Oljato	P	In town	4838	1	26	F2	
VERMONT							
(P)BARRE-Montpelier	P	3 W;pond 1.5 SW	1149	2	h40-BL4-S1-W	F3	P-lines SSE, SW. Use rnwys. only.
(PC)Bennington	L	2.5 WNW;riv N	813	2	20		Grass areas soft-use gravel rnways
Bristol	P	0.7 W;riv SE	570	2	21-S5	F2	SE blkd, Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
Canaan, Bunnell Farm	L	5 S;riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W;RR W	120	2	19-S1	F2	N,W blkd;p-line E.
Fair Haven	L	1.5 NNW; riv 1.5 W	370	1	18		INACTIVE. Soft when wet. P-line S.
Manchester, Equinox	L	1.5 ESE;RR N, W	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd. WSW.
Newport	L	3 SSW;lk NE	930	2	h40	F1	
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S3	F2	Use N/S Rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-maybe cross-wind those times. Auto tfc WNW.
St. Albans, Point Hill	L	3.5 W;bay E	155	1	13		
(PC)St. Johnsbury	L	5.2 N;riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
South Shaftsbury, Dailey		0.7 NNE;hwy W					ABANDONED.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Thetford, Post Mills	SEE: Post Mills Airport, Vermont under "NEW AIRPORTS".						
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N;riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
East Berkshire	L	1 S	410	1	18		
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Alexandria	P	4.5 SSW;hwy E	66	2	h34-S5-W	F1	4800' strip avail. Rgt tfc NE,SE,NE blkd.
" Beacon	P	3 SSW;hwy E	246	2	h23-B*L3,4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW.
" Springfield		7 WSW;hwy S					(ABANDONED).
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	28-S5	F3	NW, NNW blkd.
Altavista		6.1 NE					ABANDONED
Arcola, Glascock	L	1 SW;rd SW,SE	250	2	26		N,NE,S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd, Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No opers as Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd.
Bristol		3.5 ENE;RR NW					ABANDONED.
(PC)Charlottsville, Albemarle	P	7 N	639	1	h47-BL4	F4	6000' strip avail. Fuel daylgt hrs.
(PC)Charlottesville, University of Virginia	P	5 ESE;riv E	300	1	35	F3	Ctc Gordonsville INSACS before lndg when wet.
Chester, Midway		2 E					ABANDONED
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2 WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	P	0.8 NE	1600	1	h17-	F1	2600' strip avail. Use strips.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1 SW;hwy S	400	2	23	(F1)	Atnd wk-ends, Ant S apch, Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
Deltaville, Berryville		1 SW;riv S					ABANDONED.
(N)Driver, Monogram		2 WSW;riv W					(ABANDONED)
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE.
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	P	2.5 NW;RR S	325	2	20	F1	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE;RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd;p-line SSW.
Fork Union	L	1 WSW	480	1	26	(F1)	N,S blkd.
(PC)Franklin	P	2.3 NE;RR,hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5 S;hwy E	2575	2	22		INACTIVE. Ctn-wet, P-line E.
Gloucester, Evans	P	1.3 S	70	1	45	F1	
Gordonsville	P	2.9 NE;RRS,SE	475	1	20-S5	F1	
" 51, BNA-DCA		5 SSE;hwy S	438				Permanently discontinued.
Harcum	L	7 N Gloucester	85	1	38		
Harrisonburg, Hartman		0.9 WNW					(ABANDONED)
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F3	Closed Nov - April.
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
► Ivor		0.2 SE;RR W					ABANDONED
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	L	3.8 ENE;RR N	317	2	24		N blkd.
► Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW;riv W	15	2	33-*L2	F1	Use rnwys when wet. / tfn svc prior lndg
Lynchburg, Falwell	P	2.6 SE;lk SE	850	1	32		Ctn-land E to W, ctc LYN rdo for arpt
(P) " PRESTON GLENN	P	6.7 SSW;RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYN rdo for arpt ifn svc prior lndg
Manassas	L	2.7 NW;rd SW	250	2	21		Irregularly attended.
" Le Beau	L	1.5 SE;RR N	300	1	18		NW blkd, Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	17	F1	
" Lester		0.8 NNW;RR N					(ABANDONED).
" Morris		6.5 SW;lk 1 NE					(ABANDONED)
(N)Melfa Flight Strip	(Arpt now Navy Installation)						
" Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E,NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED.
New Market-Timberville	See: Timberville, Shen-Rock Airport under "NEW AIRPORTS".						
(PC)NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F4	
(P)NORFOLK	P	6 ENE;RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S,SE blkd.
" Glenrock		4.5 E					ABANDONED
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	P	3.5 E;RR S	453	2	h26		
Petersburg	P	6.2 WSW;riv N	100	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	2700' strip avail. Soft-wet. Use rnwys.
" Cumberland		8 S;canal 1.5 W					(ABANDONED).
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
(NG)RICHMOND, Byrd	P	7.2 ESE;RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd, FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Central		2.5 ENE;hwy WNW	172				ABANDONED
" Northfield	P	6.5 N;riv NE	197	2	h24-*L2	F2	3000' strip avail.

F-fuel octane, ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Richmond, Parnell	P	4.8 S; RR E	120	2	27-S3	F1	
" Virginia State Police	P	4 SW; riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE, Woodrum	P	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	P	0.4 SW	950	2	20	F1	Rolling
South Boston, Tuck	L	3.1 ENE; RR S	410	2	27		
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S; hwy NW	20	2	25-S5	F1	P-line W. Use strips.
Staunton	P	4.4 NE; RR W					ABANDONED.
(PC)Tappahannock	L	0.8 SW; hwy S	30	1	h50		
Urbanna, Hummel	See Greys Point, under "NEW AIRPORTS".						
Warrenton, Zieger	L	4.1 S; rd E,NW	440	2	20		CLOSED.
Waverly	L	2.5 NW; hwy S	115	2	35-(S3)	(F1)	NW blkd; brush on NE end strip.
Waynesboro, Augusta		6 WSW; riv SE					(ABANDONED)
" Valley	P	3.7 WNW; hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	P	1 W; RR ESE	15	2	21-S5	F1	
(PC)West Point	P	2.3 ESE; hwy N	24	3	h50-L-S2	F1	
Williamsburg, College	L	3 NNW; RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N; riv WSW	90	1	18		ESE blkd, Ctn-high weeds
Winchester	P	3.4 SSE; rd E,S	700	2	30-S3	F2	Soft when wet.
Windsor, Garner	L	4.8 NNE; hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wellville, Dalton	L	1.4 NE; RRS	400	1	19		
(P)Suffolk	L	3.8 SSW	71	3	h50		
Chase City, Emiles	L	2.5 W	500	1	18	F1	Soft when wet. P-line N.
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE; lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters, Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE; hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW, Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW; hwy NE	158	3	h50-BL4B-S4-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches P-lines SSE. Soft when wet.
Blockhouse-Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	432	2	h50-BL4-S5	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW; hwy S	430	1	25	F1	Lnd SE; tk-off NW-apch SE poor. Weeds on NW end. Use strip.
Brewster	L	1 NE; hwy N	900	1	18		P-lines ENE, WSW. Rgt tfc ENE.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR 1.2 N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW; riv N	174	2	h50-L4-S3-W	F2	Code bcn, Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE; riv SE	1250	2	26		Ctn-Gun Club. P-line hill SW. Tk-off: Indr Rnwy 16.
Cheney, Savage	L	0.7 WSW; hwy SSE	2400	1	25		Use at own risk. Ruf, Cattle-fld. Cattle-fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	P	3 SW; hwy NNW	2171	1	24-S3	F2	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1 E	850	1	30-S5	F2	WSW ruf, SW blkd.
(PC)Colville	L	0.8 E; RR W	1678	2	h24		NW/SE Strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N,S.
Connell	L	0.8 SSW; RR NW	870	3	30-*L2		Caution-not maintd. Ruf.
Coulee City	P	2.2 E; RR W	1700	2	33-*L1-(S1)	(F1)	Open 0800-1730 sum.; intermittently wint
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip
Dallesport, The Dalles	SEE: The Dalles, Oregon						Use strip.
Darrington	0.5 NW; RR E						Permanently Discontinued.
Davenport	L	0.9 WNW; hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW; hwy SW	2221	1	30		Closed winters-snow. Code bcn.
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WSW; hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-Mole holes.
(AF)EPHRATA	P	2 SE; hwy SW	1258	3	h73-BL4-S5-W	F2	CIVIL FACS ONLY.
Ewan, Rock Lake	L	2.3 NW; rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hy S	295	1	26-*L2-(S1)-U	(F2)	Rgt tfc WSW Hills S. No storage
Glenwood, Flying L Ranch	L	1 NE; rd W	1900	1	23-(S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Draper Brothers	L	10.5 SSE; crk SE	1900	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE; hwy S	2100	1	18		Use at own risk. Cattle-fld.
" Williams Grove	L	4 NW; crk E	2050	1	19		Use at own risk. Cattle-fld.
Graham, Struve's Port		1 N					(ABANDONED)
Greenacres, Spokane Valley Sky Ranch		1.7 ESE; hwy N	2060	1	26		(ABANDONED)
Harrington		1.4 NNW; RR 1 SE					(ABANDONED)
" Valley Farm	L	4 ESE; rd N	2205	1	25		Stock on fld.
(P)HOQUIAM, Bowerman	P	2 W; harbor S,NW	14	1	h50-BL4-S1-W.	F2	
Huntsville, Touchet Valley	P	0.5 NE; hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE; bay S	8	1	18		INACTIVE, Ctn-not maintd, Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Issaquah, Seattle Sky Rch		1.6 NNW; hwy S					ABANDONED
Kelso-Longview	P	1.8 SSE; RR SW	25	1	29-BL2-S3	F3	
Kennewick, Twin City		1.3 SE; RR E					(ABANDONED).
" Vista	L	4 W; RR SE	521	2	h35-*L4		Turf ruf.
Kent	P	1.5 SSW; RR E	30	1	29-S1	F2	Do not lnd W side of strip children-playing.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE; rd W	1500	1	16		P-line NW, SW, Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Klipsan Beach Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-lines S.W. SW. Ctn-cars parked edge of fld. N end ruf, soft.
Lacrosse	P	2 SW; RR NW	1491	2	37-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW; RR SW	2520	1	26		Lnd NE; tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Clsd winters.
(PC)Lester	L	1.3 ENE; riv SE	1695	1	22		Clsd winters. Surd by Mtns. Cattle-fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle-fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W. SSW.
Mineral	L	1.8 ENE; RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE,
Montesano, Summit	L	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Rch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW, tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW; RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1 W; RR, hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE; hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1 N; riv SE	1457	1	25		Ctn-loose sand, Cattle-fld.
Odessa	L	1.3 NNE; RR S	1725	1	23		
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S; hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-S5	F3	E/W Strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Packwood	L	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters. 20R open
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft;
Pomeroy, Ferrell	L	1.7 ENE; rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW; lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW; hwy ESE	110	1	33		W, WNW blkd; p-line ESE. Rgt tfc ESE. ARPT OF ENTRY.
(PC)Prosser, Beardsley	P	1 WNW; hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf. P-line NE, NW; theater E.
(PC)PULLMAN-Moscow	P	3.4 ENE; RR S	2549	1	h49-L4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 200' & SSW 1000' extra fair
" -Valley	L	1.3 N; riv S					ABANDONED. Bcn & lgts oper
Quincy, Blanchett's		4.5 WSW					ABANDONED. sunset-2300.
Randle		0.5 E; hwy N					ABANDONED
" Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W; tk-off E.
(P)Renton	P	1.7 WSW; riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd lndgs xcpt
Republic, Fairweather	L	1.2 S; riv I E	2375	1	23		Rgt tfc NNW. † hvy acft. Use rnwys.
Richland-C.A.P.	L	1.3 SSE; riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed except on prior permission.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE; RR E	17	2	h100-BL3,6-S5-W	F4	ARPT OF ENTRY.
" Gaffney's Lake Wilderness	L	2.2 SE; RR N	460	1	17		3% grade ESE to W NW. Ctn-loose gravel. ESE apch poor. Hotel N.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Seattle, Lake Air Park		6.9 ESE; rd N					Permanently Discontinued.
" North Seattle		9.7 NNE; hwy S, W					ABANDONED
(P) " -TACOMA INT'L	P	10.5 S; hwy E	424	4	h85-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	2.6 WNW; rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW; hwy ENE	278	2	h52-L4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.
(PC) Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW; RR, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd; p-lines N, S, SSE.
South Bend, Willapa Harbor	P	2.5 NNW; riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE; hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	53-S5-U	F2	Unicom 0800-1900.
(P) " Felts	P	4.9 ENE; riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW Strip.
(N,AF,NG) " GEIGER	P	6 WSW; hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 3, 7, 34. Use rnwys.
" Lemen	P	9.5 ESE; hwy N	2040	1	32-S5	F2	Rgt tfc NE. P-line NE.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf, Gopher holes.
Sprague	L	0.7 NE; RR S	2000	1	18		Use strip.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	P	4.4 W	375	2	23-L2-S5	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.3 ENE; riv SW	4	1	21-S1	F2	P-line, twrs E day mrkd. Rgt tfc W.
" Lakewood		6 SSW; lk SE					(ABANDONED)
" -Air-Park		2.9 WSW; lk W					ABANDONED
Tekoa, Willard	P	1.5 ENE; RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
Tieton, Anderson's		1.3 NE; riv 1 N					ABANDONED
Tieton Reservoir, Tieton	See Rimrock, Tieton Arpt under "NEW AIRPORTS"						
TOLEDO-Winlock	P	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW; riv 1.5 E	1250	1	42		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N
Tono		0.8 WNW; RR S					ABANDONED
Toppenish	L	3.2 SSW; hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver		5 NE					(ABANDONED)
" Evergreen	P	4.8 ESE; hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE; channel ESE	100	1	18		Lnd W NW; tk-off ESE. Cattle-fld. Rolling, ruf.
(P) WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip. on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
(PC) Wenatchee, Fancher	P	2.5 NE; hwy S	1440	2	33-B-S1	F2	60' center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE; hwy 1 S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW; RR SE	2175	1	30-S5	F2	P-line NE. Rolling.
" Kunz	L	5.2 NE; hwy W	2375	1	16		Lnd NE, tk-off SW. Use at own risk.
Wilson Creek	L	0.5 ESE; RR S	1460	2	21		Ctn E/W strip soft, ruf. Ctn-drops 260' to W, NW.
Winthrop, Intercity USFS	P	4 SSE; riv SW	1650	1	32		
" Pasayten USFS	L	38 NW; riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE.
(P) YAKIMA	P	2.8 SSW; RR 2 E	1077	3	h50-BL4-S5-W	F4	N/S Taxiway clsd. P-line N,S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wilbur, Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Lnd N, tk-off S. Use strip. Rolling. P-line N.
Waterville	L	1 NE; hwy S	2460	1	23	(F1)	E 400' strip ruf.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-lnd NE; tk-off SW. NE blkd.
Queets	L	0.7 SW; riv N	15	1	20		
Woodland	L	0.4 SE; riv E	35	1	20		Strip subject floods when riv high. Trees, SW blkd, bldgs NW apch. Ruf. Ctn-brush
Oakesdale, Ripley's Ranch	L	5.3 SW	2550	1	18		
Eatonville, Swanson	L	0.7 NE; RR E, W	950	1	22		
(PC) Othello	L	0.7 NE; RR 1 W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(AF) Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	E/W rnwy clsd. No 91/96 oct avail.
WEST VIRGINIA							
(PC) Beckley-Mt. Hope	P	2.6 N; hwys W	2325	1	28-S3	F3	Rgt tfc. Ridges N.
Bellington, Andra	L	6 WNW; riv jct N					ABANDONED
Buckhannon, Lewis	P	2.4 W; RR N	1435	1	15-S1	F2	
Burlington, Baker's	P	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
(NG) CHARLESTON, Kanawha County	P	3 ENE; RR, riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Livestock on fld.
(PC) CLARKSBURG, Benedum	P	6.7 ENE; hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs Rnwy 16-34 prohibited.
" Patton	L	7 SSE; hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P) ELKINS	P	2.7 S; bet RR, hwy	1987	2	h45-BL4-S3-W	F4	P-line SE, SW.
Fairmont	L	3 SSW; rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW; hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling. Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
Keyser	P	1 SW; crk, hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW; hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
Marlinton		1.5 NNE; rd N					(ABANDONED)
(P) MARTINSBURG	P	4 SSW; hwy NW	556	2	h50-BL4-S5-W	F4	Use rnwys.
" North End		2.5 NNE; RR W					(ABANDONED),
Moorefield	L	1 NE; RR W	980	2	25		Rolling. WNW blkd.
(P) MORGANTOWN	P	2.6 ENE; hwys N	1256	3	h36-BL2-S1-W	F3	185' ext S end Rnwy 17-35 under const.
New Cumberland, Herron	P	4 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW. NW/SE Strips.
Parkersburg, Stewart	P	2.6 N; RR W	602	1	33-S5	F1	All way landing.
(P) " WOOD COUNTY	P	7 NE; bet hwys	856	3	h44-BL4-S5-W	F4	Caution-dip midway Rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW; riv N	945	1	27-BL2		
Philippi	L	4 S; hwy S	1900	2	15-*L,1-(S5)	(F1)	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Reedsville, Arthurdale	SEE: Arthurdale Airport under "NEW AIRPORTS".						
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	1.8 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW; riv N	400	1	26-S1	F1	Rgt tfc.
Spencer, Roane County	L	1 SE; hwys N, S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E, S	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2 E	1145	1	h21-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC) Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P) WHEELING-Ohio County	P	7.5 NNE; riv 2 W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC) White Sulphur Springs, Greenbrier hwy	P	2.3 SW; bet RR,	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng. acft.
(PC) WILEY FORD. Cumberland	SEE: Cumberland Arpt, Cumberland, Maryland						
Williamson, Morris		3.5 NNW; riv W					(ABANDONED)
Winfield, Clark	P	6 SE; bet hwy, riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
" Honaker's	L	1.5 E; RR E					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
(PC) BECKLEY, Raleigh Co. Memorial	P	3.5 E; RR NNE	2504	1	h50-BL4-S1	F3	Unlgtd 90' pole 1 mi E end E/W Rnwy 6 S of centerline of apch.
(P) HUNTINGTON, Tri-State	P	6.2 SW; RR W	827	1	h46-B*L6-S1	F4	Rnwy lgts on req after 2400.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line W NW.
Arthurdale	L	0.5 SW; hwy E	1720	1	17-(S3)	(F1)	Atnd wk-ends. ESE blkd. No storage.
BLUEFIELD, Mercer County	P	4 NE	2857	1	h47-BL4-S1-W	F3	No ngt operns.
WISCONSIN							
Antigo	P	2 ENE; hwy N	1483	2	33-S1	F2	
(PC) Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	Unattended winter months. Use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F1	Use strips only
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E/W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N, E, W	910	2	27-S5	F2	Rolling.
" Midway	L	4 ESE; hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE; RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1650	2	39-L4	F3	Clsd winters. Use strips. No sto.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-lines N, NE, NNE.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February. W, SSW,
Burlington, Wereley	L	1 SE; hwy NE	750	1	20-S1	F1	Rolling. Irreg and winters. Use strips.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE; hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE; riv SW	627	1	25		Advise use tfc pat over river. S. Use strips.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not lnd Strip 13 or th-off Strip 31. P-line
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd; p-line SE, S; ant W
(PC) CLINTONVILLE	P	1 ESE; hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford	L	1.2 NNE; RR E	1400	2	26-*L		NNE blkd.
(PC) Coloma	L	3 NW; hwy 1,2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR, hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC) Cornell	L	2.5 E; hwy S, W	1143	1	22		
Crandon	L	2.2 SSW; lk E	1640	1	23	(F2)	Use strip.
Crivitz	P	3.3 WSW; dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC) Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (20 Mar 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Dallas		0.7 SSE; RR W					ABANDONED
Delavan, Lake Lawn	L	2.3 E; hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd E/W strip ruf.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW; hwy SE	800	2	26-S5	F2	
Eagle River	P	1.3 NW; riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W; bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P) EAU CLAIRE	P	3.5 NNE; riv NW	867	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW; bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC) Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC) Ephraim-Fish Creek	L	2 SW; hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW; lks E, S	1410	2	40	F2	N, SE blkd.
" Price Lake		13.7 SW; lk E					ABANDONED
← Fond du Lac	P	1.9 ENE; hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC) Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Fredonia		1.2 ENE; hwy W					ABANDONED.
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd; p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg	P	2 NE	927	2	42-BL4-W		
(P) GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Green Lake		3.8 W					(ABANDONED)
Hager City, Red Wing	See Red Wing Arpt., Minnesota under "NEW AIRPORTS"						
Hales Corners	P	0.7 SSE; hwy W	770	1	21-S3	F2	Use strip.
Hartford	P	2 NNW					ABANDONED.
Hayward	L	2 NE	1200	2	29		
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE; RR NW	880	4	23-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW; hwy E	807	3	h54-BL4-W	F4	
Kenosha	P	2 S; RR W	623	2	30-*L-S3	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc Rnwys 34, 21. Ruf. Ctn-Construction.
(P) LA CROSSE	P	5 NNW; riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bodi-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd
Ladysmith, Rusk County	P	5.5 ENE; riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE; hwy E	910	1	20		Unattended
Lake Mills	L	4.5 NW; hwy S	860	2	17-(S3)	F1	Rolling.
← Lake Tomahawk, Dolhun's	P	1.8 WNW; hwy N	1550	1	30-BL4-S5-U	F3	Skis winter months. P-line N. No services winter months.
Lancaster, Vesperman	L	1 ENE	1100	1	18		S blkd.
LAND O'LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	C	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC) La Pointe, Madeline Island	L	1.2 ENE; hwy NW	646	1	28		
Lone Rock, Tri-County	P	2 NNE; hwy S	717	3	38-BL2-S5	F2	
(AF, NG) MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4, 6, 7-S3-W	F4	Rdg E-NE. 2-way rdo rcrd. Unlgtd TV ant, N; trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC) Manitowish Waters	P	1.2 SSE; hwy NE	1600	2	36-S1	F3	
Manitowoc	P	1.6 NNW; RR W	653	2	h38-BL4-S5-U	F3	
(PC) Marshfield	P	2.3 SSW; hwy E	1253	2	h28-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L1-(S1)	(F1)	
Medford	P	1.8 NNE; hwy W	1410	2	16-S1	F2	Not maintd winter months. Use strips.
" Taylor		2 SE; riv NW			(ABANDONED)		SW blkd.
Menomonie	L	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line N, SE.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
Milwaukee, Brown Deer		10 NNW; hwy N					ABANDONED.
(PC) " Curtiss Wright	P	6 NW; riv 1 W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S; RR E, W	698	4	h67-BL4,5,6-S5-W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4800' open all acft days. Rgt tfc Rnwys 1, 6.
(PC) " Maitland	P	3 ESE; riv S	588	1	h29-S1	F2	Rgt tfc N.
" Sky Haven	L	8 WNW; hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd transient acft. Not maintd wint. mos.
Minocqua	P	3.3 S; hwy W	1590	4	37	F2	E, W blkd. Use strips. Ld at own risk.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-ditch E side N, S strip
Montello, Myrland Farms Skylodge	P	1.5 NNW; lk W.	850	1	21-S1	F2	Closed Dec., Jan., Feb. NW blkd.
Nekoosa, Larry'	L	2.5 SW	950	4	30	F1	Use at own risk.
Neenah, Valley	P	1.9 SW; hwy E	760	1	21	F3	P-line E. Rolling. Use strips
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line SE. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE; hwy N, S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE; bet RR, hwy	700	2	25-S1	F2	P-lines NE, SW, NW.
Omro, Reds	L	3 N; RR 1 E	800	2	18-*L		Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
(PC) Osceola	L	0.5 SE; hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC) OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	4	h48-BL4-S5-W	F4	S blkd; p-lines N, NE, E. Rgt tfc tk-offs rnwys 4, 9.
Palmyra	L	0.5 NW; hwy E	854	1	21		
Pardeeville	L	0.6 SW; RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S, NW blkd; p-line SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E; hwy S	830	3	22-S5	F2	W end E/W strip soft. low. S blkd. Rolling.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1-U	F2	Ctn-parked acft S. Use strips.
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
← Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplin's	P	1 NNW; RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	L	1.7 SSW; crk N	780	1	24		Unattended.
" Mael	P	1.6 NW; hwy W	820	2	30-S3	F2	P-lines S, W.
" -Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR 1 SW	780	1	24		
Racine, Horlick-Racine	P	2 N; RR E	665	4	h44-BL4-S5-W	F4	Use rnwys, strips, Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23	F2	N blkd. P-lines SE.
(PC) RHINELANDER-Oneida County	P	2.2 WSW; riv SE	1599	2	h39-BL4-S3-W	F3	Use runways.
Rice Lake	L	3.9 NNE; lk W	1150	3	35		SW, W blkd; p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE; lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE; hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE; RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW; riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW; hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE; hwy W	640	1	19		
(PC) Shawano	P	2.3 ENE; RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant, W. Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N, E, S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC) Siren, Burnett County	P	2.6 NNE; hwy E	988	4	h39-BL4-S5	F2	W blkd.
Sparta-Angelo	L	2.2 NE; RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	P	0.5 SW	1310	3	26-S1	F2	W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC) Spooner	L	5 NE; RR 1 NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	87	Use strips. Rolling.
(PC) STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5.	F3	Use rnwys.
Stoughton, Nelson	P	1 E; hwy N	880	2	20-S1	87	Use strips.
(PC) Sturgeon Bay, Cherryland	P	2 WNW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC) Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lakes (new)	L	2.5 ESE	637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW; riv N	1450	3	30		Rgt tfc W, SW. No lndg to NW, SE blkd; p-line SSW. Ld at own risk.
" Werner							ABANDONED
Valmy, Felhofer Bros.	P	0.5 S; hwy N					ABANDONED.
Watertown	L	1.2 S; riv W	820	3	h28-BL4-S5	F2	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-L4-S5-U	F2	S blkd.
(PC) Waupaca	L	4 ESE; riv N, E	860	4	28-(S3)	F2	Atnd wk-ends. Use strips-wet
Waupun	P	2 WSW; hwy N	915	3	25-S3	F2	P-line N. Silos W, E, W strip ruf. Soft-wet.
(P) WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC) Wautoma	L	2.3 SSW; lk S	858	3	28		
← West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW; hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip.
Wild Rose	M	2.5 NE; riv N	990	2	34		P-line N. Rolling.
Wonewoc, Castle Rock	L	1.1 NNW; hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	P	3 W	1600	2	38-S5	F3	W blkd.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Ojibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Lily		0.8 SE; hwy S					(ABANDONED).
← Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees.
		"	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLSD WINTER. Rolling.
← DePere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W, N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6 NNW; crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt	L	9 N; lk W	4630	1	16		Use with ctn.
(AF, NG) CASPER, Natrona Co.	P	7.5 WNW; hwy SW	5348	4	h90-BL4, 6-S5-U-W	F4	All tfc avoid Wardwell Fld tfc pat.
" Wardwell		5 NNW; hwy E					ABANDONED

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WYOMING							
(NG)CHEYENNE	P	1 N;hwy W	6156	3	h91-BL4,6,7-S5-W	F4	Avoid hospital E. Overrun lgts.
(PC)Cody	P	2 ESE;hwy S	5096	2	h54-BL4-S5-W	F3	
Cokeville	L	2.5 SSW;riv E	6250	2	45	(F1)	
Cowley	L	2 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL2,4-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE;riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on fld winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwyE	4338	3	54-S5	F2	Ctn-peak W.
" Arpk	L	1.7 ESE;RR N	4600	3	37		INACTIVE, NW blkd.
(PC)GREYBULL	P	2 NW;hwy S	3933	2	51-BL4-S5	F3	
Guernsey	L	0.5 SE;RR N	4375	2	32		Ruf, N/S strip rolling.
Hyattville	L	4.4 W;crk S	4400	1	27		
JACKSON	P	9 N	6438	1	57-S1	F3	Wea. avail June 15 thru Sept 15, Corral
Kemmerer	L	1.5 NNW;RR S	7282	3	71-BL2		
Lander, Hunt Fld.	P	1.5 S;riv W	5586	1	h49-B*L4-S1-W	F2	
(P)LARAMIE, Brees	P	4 W;hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lingle	L	1.2 N;hwy E					ABANDONED.
Lovell	L	1 SE;hwy W	3850	1	25		CLOSED, SW blkd.
Lusk	P	2.9 E;RR,hwy S	4960	1	49-S5	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE, Ruf off strips.
(PC)Newcastle, Mondell	P	6.2 WNW;RR N	4165	4	h45-B*L4-S1	F1	P-lines N, E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pine Bluffs		4.2 WSW;hwy 1 S					(ABANDONED).
Pinedale	L	6 SSE;hwy N	7200	2	45		
(PC)POWELL	P	8 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR,hwyS	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwySW	5476	4	51-BL4-S1	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2 SSW;crk N	4021	2	h60-BL4-S5-W	F3	
Sundance, Schloredt	L	1.8 SW	4800	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S;rd NE	4250	1	23		
Thayne, Humpherys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE. Use at own risk.
Thermopolis	L	1 N;hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	P	4.2 S;hwy W	4350	4	37-S1	F1	S,W blkd; n-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4254	1	h52-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Worland, Wostenberg	L	4E;hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5W;RR S	75	1	h35-S1	91	Use rnwy
MAYAGUEZ	P	4 N;RR W	29	1	h42-L2-W	F1	
Ponce, Mercedita	P	3 E;rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INT'NL	P	6 ESE;Ocean N	9	1	h78-BL6-W	F4	
SAN JUAN- Isla Grande	P	2 S;bay W	11	1	h53-BL4-S3-W	F4	
SANTA ISABEL	P	1 E;RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1 W;RR W	50	1	30		W blkd.
VIRGIN ISLANDS							
ST. CROIX, Christiansted, Hamilton	P	6.5 SW;Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2 W	10	1	h42-BL4-S1-W	F3	Hill E 100' extreme eastern end Rnwy 9-27 closed-marked. Ngt landings W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e.g. Long Beach omnirange (voice) .—..- -.-.. (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e., if no facility for providing air-ground communications services is associated with the omni, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

(20 Mar 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots the reported Runway Visual Range in addition to the reported meteorological ceiling and visibility prior to commencing approach. When the meteorological ceiling and visibility(contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fractions.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportion, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

ICAO PHONETIC ALPHABET CHANGES: Effective March 1, 1956, replace the words Coca, Metro, Nectar, Union and Extra with the words Charlie, Mike, November, Uniform and Xray, respectively.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches

Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches

Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of nulls reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NON-STANDARD HOLDING PATTERNS: The following non-standard holding pattern is established:

(1) CHARLES CITY, VA. INTSXN - direction of holding - E side of Waverly LFR north course, north of the intersection; direction of turn - LEFT; time - one minute; minimum altitude - 1500'.

AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: Effective March 12, 1956, the control area and flight advisory area boundaries between the St. Louis-Chicago; St. Louis-Indianapolis; St. Louis-Memphis; St. Louis-Kansas City; St. Louis-Oklahoma City are revised as described:

1. Starting at a point on the existing St. Louis-Chicago control boundary, 25 statute miles northeast of the Springfield, Ill., omnirng on Civil Airways Blue 6, Amber 5, V-59, V-9, V-69 and V-173;

2.*Thence along the St. Louis-Chicago-Indianapolis control boundary direct to a point 65 statute miles northeast of the Vandalia, Ill., omnirng stn on Civil Airways V-191, V-50, V-72, V-12/V-14/V-186, Green 4, V-174, V-88/V-176, V-59E and 59;

3.*Thence along the St. Louis-Indianapolis control boundary direct to a point 45 statute miles northwest of the Evansville, Ind., omnirng stn on Civil Airways V-4, V-4S and V-190;

4. Thence direct to and along the St. Louis-Memphis control boundary, 35 statute miles north of the Paducah, Ky., omnirng stn on Civil Airway V-179;

5.*Thence along the St. Louis-Memphis control boundary direct to a point 20 statute miles southeast of the Farmington, Mo., omnirng stn on Civil Airways Amber 5, V-178, V-178S, V-9, V-9W, V-69 and V-191. (This point joins the existing St. Louis-Memphis control boundary)

6. Beginning again at a point on the existing St. Louis-Fort Worth control boundary, 88 statute miles southwest of the Tulsa, Okla., omnirng stn on Civil Airways V-15E, Blue 70, V-15 to the south edge of Civil Airway V-14S;

7.*Thence along the St. Louis-Oklahoma City RAPCON control boundary from the south edge of Civil Airway V-14S, 55 statute miles northeast of the Oklahoma City, Okla., omnirng stn on Civil Airways V-14S, Amber 4, V-14 and V-14N;

8. Thence direct to a point at 36°,06' 45" north latitude and 97° 15' 30" west longitude;

9.*Thence direct to and along the St. Louis-Kansas City control boundary, 55 statute miles northwest of the Tulsa, Okla., omnirng stn on Civil Airways V-74S, V-74, Blue 22, V-73 and V-190;

10. Thence direct to and along the St. Louis-Kansas City control boundary, 25 statute miles south of the Chanute, Kansas, LFR stn on Civil Airway Amber 4;

11. Thence direct to and along the west edge of Civil Airway V-161 northeastward to a point 30 statute miles southeast of the Butler, Mo., omnirng stn, forming the St. Louis-Kansas City control boundary on Civil Airway Red 105;

12.*Thence via an arc 30 statute miles southwest and south of the Butler, Mo., omnirng stn to the west edge of Civil Airway V-71/V-205W, forming the control boundary on Civil Airways V-161, V-13W, V-13 and V-71W;

13. Thence directly eastward to the east edge of Civil Airway V-205 at a point 60 statute miles northwest of the Springfield, Mo., omnirng stn on Civil Airways Blue 61, V-71/V-205W and V-205;

14. Thence direct to a point on the west edge of Civil Airway Blue 9, 65 statute miles north of the Springfield, Mo., omnirng stn. (This point joins the existing St. Louis-Kansas City control boundary.)

Where the paragraph number is followed by an asterisk (*), the control area/flight advisory boundaries are to be depicted as an arc.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective May 3, 1956, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Red civil airway No. 96 (Palacios, Tex., to Baton Rouge, La.), is amended to read: "From the Palacios, Tex,, radio rng stn via the Houston, Tex., rdo rng stn; Beaumont, Tex, rdo rng stn; Lake Charles, La., rdo rng stn; Lafayette, La., nondirectional rdo bcn to the Baton Rouge, La., rdo rng stn."

(2) VOR civil airway No. 1 (Charleston, S.C., to New York, N.Y.), is amended by changing the last two portions to read: "From the point of intsxn of the Norfolk, Va., VAR north course and the Norfolk, Va., Navy rdo rng east course via the intsxn of the Norfolk VAR north course and the Salisbury omnirng 206° True radial; Salisbury, Md., omnirng stn; intsxn of the Salisbury omnirng 038° True and the Coyle omnirng 203° True radials; Coyle, N. J., omnirng stn; to the Colt's Neck, N. J., omnirng stn. Those portions of this airway between the point of intsxn of the Dover, Del., omnirng 070° True and the Coyle, N. J., omnirng 203° True radials and the Colt's Neck, N. J., omnirng stn more than 3 miles either side of the center line and those portions in conflict with the Patuxent Restricted Area (R-43) are excluded."

(3) VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine), is amended by changing the portion which reads: "Brunswick, Ga., omnirng stn, including a west alternate via the intsxn of the Jacksonville omnirng 309° True and the Brunswick omnirng 203° True radials;" to read: "Brunswick, Ga., omnirng stn, including a west alternate via the intsxn of the Jacksonville omnirng 304° True and the Brunswick omnirng 203° True radials;"

(4) VOR civil airway No. 5 (Miami, Fla., to London, Ont.), is amended by adding a new last sentence to read: "Those portions of this airway which overlap the Jacksonville Restricted Area (R-161), the Lake George Restricted Area (R-176) and the Sterling Restricted Area (R-169 and R-170) are excluded."

(5) VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.), is amended by changing all after the Allentown, Pa., omnirng stn to read: "Allentown, Pa., omnirng stn; Colt's Neck, N. J., omnirng stn; to the point of intsxn of the Colt's Neck omnirng 103° True and the Riverhead, N. Y., omnirng 222° True radials."

(6) VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.), is amended by changing the portion which reads: "Tucumcari, N. Mex., omnirng stn, including a north alternate;" to read: "Tucumcari, N. Mex., omnirng stn, including a north alternate via the intsxn of the Anton Chico omnirng 067° True and the Tucumcari omnirng 289° True radials."

(7) VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.), is amended by changing all after the Dover, Del., omnirng stn to read: "Dover, Del., omnirng stn via the Dover omnirng 244° True radial; Coyle, N. J., omnirng stn; point of intsxn of the Colt's Neck N. J., omnirng 103° True and the Riverhead omnirng 222° True radials; Riverhead, N. Y., omnirng stn; intsxn of the Riverhead omnirng 042° True and the Norwich omnirng 224° True radials; Norwich, Conn., omnirng stn; to the Boston, Mass., omnirng stn."

(8) VOR civil airway No. 18 (Dallas, Tex., to Charleston, S. C.), is amended by changing the portion which reads: "Monroe, La., omnirng stn;" to read: "Monroe, La., omnirng stn, including a north alternate;"

(9) VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.), is amended by adding a new last sentence to read: "The portions of this airway which overlap the Sterling Restricted Area (R-169 and R-170) are excluded."

(10) VOR civil airway No. 220 (Kremmling, Colo., to Akron, Colo.), is amended to read: "From the Kremmling, Colo., omnirng stn via the point of intsxn of the Kremmling omnirng 081° True and the Denver, Colo., omnirng 334° True radials; to the Akron, Colo. omnirng stn."

(11) VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.), is added to read: "From the Salinas, Calif., omnirng stn to the Fresno, Calif., omnirng stn."

(12) VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.), is added to read "From the Anton Chico, N. Mex., omnirng stn via the intsxn of the Anton Chico omnirng 067° True and the Dalhart omnirange 243° True radials; to the Dalhart, Tex., omnirng stn."

CONTROL AREAS: (1) VOR civil airway No. 220 (Kremmling, Colo., to Akron, Colo.), is added to read: "All of VOR civil airway No. 220."

(2) VOR civil airway No. 230 (Salinas, Calif., to Fresno, Calif.), is added to read: "All of VOR civil airway No. 230."

(3) VOR civil airway No. 234 (Anton Chico, N. Mex., to Dalhart, Tex.), is added to read: "All of VOR civil airway No. 234."

CONTROL AREA EXTENSIONS: (1) (Little Rock, Ark.), is amended to read: "That airspace north of Little Rock within a 50 mile radius of the Little Rock radio rng stn bounded on the south by Blue civil airway No. 22 and Red civil airway No. 37, excluding the portion which overlaps restricted Area R-134)."

(2) (Moline, Ill.), is amended by adding the following portion to present control area extension: "and the airspace within 5 miles either side of a direct line extending from the Polo, Ill., omnirng stn to the intsxn of the east (back) course of the Quad-City ILS lclzr and the 318° True radial of the Bradford, Ill., omnirng stn."

(3) (El Paso, Tex.), is amended by changing the words "danger areas" to read " restricted areas," and by adding the following portion to present control area extension: "and that area northeast of El Paso bounded on the south by Green civil airway No. 5, on the west by the north course of the El Paso rdo rng, on the north by lat 32-00-00", and on the east by Red civil airway No. 71."

(4) (San Angelo, Tex.), is amended to read: "That airspace within a 35 mile radius of th the San Angelo, Tex., omnirng stn."

(5) (Tampa, Fla.), is amended by deleting the words which read: "excluding the portions which overlap Dinner Point restricted area (R-142), Dinner Point warning area (W-143) and Sarasota warning area (W-168;" and substituting the following in lieu thereof: "excluding the portion which overlaps Sarasota warning area (W-168);"

(6) (Myrtle Beach, S. C.), is amended to read: "Within a 25 mile radius of the Myrtle Beach Air Force Base, excluding the portion which overlaps Warning Area W-177."

(7) Five mile radius zones, is amended by deleting the following airport: Shreveport, La.: Greater Shreveport Municipal Airport.

CONTROL ZONES: (1) Rapid City, S. Dak.), is amended to read: "Within a 5 mile radius of Ellsworth Air Force Base, within 2 miles either side of the centerline of the northwest-southeast runway of Ellsworth AFB extending from the end of the runway to a point 17 miles southeast; within a 5 mile radius of the Rapid City Municipal Airport, within 2 miles either side of the south course and east course of the Rapid City rdo rng extending from the rdo rng stn to points 10 miles south and east, and within 2 miles either side of the 335° True and 155° True radials of the Rapid City omnirng extending from the airport 5 mile radius zone to a point 10 miles southeast of the omnirng stn."

(2) (Moline, Ill.), is amended to read: "Within a 5 mile radius of Quad-City Airport, within 2 miles either side of the Quad-City ILS lclzr west (front) course extending from the lclzr to a point 12 miles west of the outer marker and within 2 miles either side of the ILS lclzr east (back) course extending from the lclzr to a point 12 miles east of its intsxn with the 199° True radial of the Moline omnirng."

(3) (Myrtle Beach. S. C.), is amended by adding the following portion to present control zone: "and within 2 miles either side of a line bearing 331° True extending from the Myrtle Beach AFB to a point 9 miles northwest."

(4) (Ardmore, Okla.), is amended to read: "Within a 5 mile radius of Ardmore Air Force Base, within 2 miles either side of the 54° True radial of the Ardmore omnirng extending from the omnirng stn to the Ardmore AFB control zone, and within 2 miles either side of a direct line extending from the Ardmore AFB to the Mannsville, Okla., nondirectional rdo bcn."

(5) (Little Rock, Ark.), is added to read: "Within a 5 mile radius of the Little Rock, Air Force Base and within 2 miles either side of the centerline of the Little Rock AFB northeast-southwest runway extending from the end of the runway to a point 19 miles northeast."

(6) (Shreveport, La.), is added to read: "Within a 5 mile radius of Greater Shreveport Municipal Airport and within 2 miles either side of the Greater Shreveport Airport ILS lclzr southeast (back) course extending from the airport to a point 15 miles southeast."

(7) (Pittsburgh, Pa.), is amended by deleting the following portion: "within 2 miles either side of the Greater Pittsburgh Airport ILS lclzr southeast course extending southeastward from the ILS lclzr to the boundary of the Allegheny County Airport control zone," and by changing the words which read: "the Greater Pittsburgh nondirectional rdo bcn" to read: "the River nondirectional rdo bcn."

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Roberts, Ill., omnirng stn. (b) Harrelsville, N. C., Intsxn - the intsxn of the Williamston, N. C., VAR north course and the Rocky Mount, N. C., omnirng 064° True radial.

(2) Domestic VOR reporting points is amended by revoking the following reporting points: (a) Colt Intsxn - the intsxn of the Memphis, Tenn., omnirng 276° True and the Walnut Ridge, Ark., omnirng 171° True radials. (b) Cofield, N. C., omnirng stn.

ON REQUEST REPORTING POINTS: The following on request reporting points are designated effective April 5, 1956:

DESIGNATED

(1) COLUMBUS, N. J. INTSXN - the intersection of NE course Philadelphia, Pa. LFR and NW course McGuire LFR.

(2) GAP, PA INTSXN - the intersection of Allentown, Pa. VOR 220° radial and Westchester, Pa. VOR 297° radial. MRA 2500'.

(3) GREENCASTLE, INDIANA INTSXN - the intersection of the Terre Haute, Ind, VOR 065° magnetic radial (V-12) and the Scotland, Ind., VOR 354° magnetic radial.

(4) GREENPARK, PA. INTSXN - the intersection of the Harrisburg, Pa VOR 320° magnetic radial and Selinsgrove, Pa. VOR 230° magnetic radial.

(5) LANSDALE, PA. INTSXN - the intersection of Westchester, Pa. VOR 048° radial and 270° bearing from Willow Grove, Pa. LFR.

(6) WARRINGTON, AP INTSXN - the intersection of Westchester, Pa. VOR 060° radial and NW course Willow Grove, Pa. LFR. (20 Mar 1956)

RESTRICTED AREA AMENDMENT: The following Restricted Area Amendments shall become effective as indicated:

(Part 608-Restricted Area - Amendment 153)
(April 5, 1956)

(1) In Section 608.11, Fort McClellan, Ala., area (R-130 formerly D-130), published on July 16, 1949 in 14 F.R 4287 is amended by changing the "Designated Altitudes" column to read: "Surface to 6,000 feet MSL."

(2) In Section 608.18, the Chassahowitzka Bay, Fla., area (R-140 formerly D-140), amended on September 30, 1949 in 14 F.R. 5970, is rescinded.

(3) In Section 608.18, the Dinner Point, Fla., area (R-142 formerly D-142), amended on October 15, 1949 in 14 F.R. 6287, is rescinded.

(4) In Section 608.19, the Camp Gordon, Ga., area (R-385 formerly D-385), published on October 31, 1951 in 16 F.R. 11066, is amended by changing the "Designated Altitudes" column to read: "Surface to 26,000 feet MSL."

(5) In Section 608.30, the Little Sable Point, Mich., area (R-437 formerly D-347), amended on June 18, 1954 in 19 F.R. 3611 is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at latitude 43-45-00, long. 86-44-00; thence to lat 43-45-00, long. 86-31-00; thence to lat 43-23-30, long. 86-22-00; thence to lat 43-15-00, long. 86-30-00; thence to lat 43-15-00, long. 86-44-00; thence to lat 43-30-00, long. 86-49-00; thence to point of beginning." and the "Time of Designation" column to read: "Unlimited."

(6) In Section 608.50, the Nashville, Tenn., area (R-459 formerly D-459), published on July 3, 1954 in 19 F.R. 4061, is rescinded.

(7) In Section 608.57, the Haven, Wisc., area (R-84), amended on September 21, 1955 in 20 F.R. 7074, is further amended by changing the "Time of Designation" column to read: "Unlimited".

(8) In Section 608.57, the Sheboygan, Wisc., area (R-83 formerly D-83), amended on June 4, 1954 in 19 F.R. 3298, is further amended by changing the "Designated Altitudes" column to read: "Surface to Unlimited."

(Part 608-Restricted Area - Amendment 154)
(March 29, 1956)

(1) In Section 608.20, a Arco, Idaho, area (R-500), is added to read: "Beginning at latitude 43-59-20, longitude 112-43-50; thence to lat 43-50-20, long. 112-30-00; thence to lat 43-32-00, long. 112-35-00; thence to lat 43-27-00, long. 113-03-00; thence to lat 43-34-30, long. 113-11-50; thence to lat 43-48-40, long. 112-49-40; thence to point of beginning. Designated Altitudes "Surface to Unlimited." Time of Use: "Continuous." Controlling Agency: "Atomic Energy Commission."

AERONAUTICAL CHART CORRECTIONS: Correct the following Aeronautical Charts as indicated:

(1) Portland Sectional Chart, dated October 13, 1955: Elevation of Mt. Hebo (Lat. 45-13; Long. 123-45) should be changed from 2350 to 3250.

(2) Winston-Salem Sectional Chart, 37th edition, dated January 12, 1956, Bradshaw Airport, which is shown at Latitude 38-21; Longitude 78-51 should be located at Latitude 38-36; Longitude 78-36.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

The following charts have been issued within the past two (2) weeks:

NEW CHARTS

AL 654 ADF	Lawrence, Mass.	Lawrence Airport
OP 748	Gary, Indiana	Gary Municipal Airport
RF/VOR	Burbank Terminal Area	
RF/VOR	Los Angeles Terminal Area	

DISCONTINUED CHARTS

AL 262 VOR	Milwaukee, Wisconsin	General Mitchell Field

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Volume 10, No. 26, dated March 6, 1956, as follows:

(1) Page 6 - Clovis, New Mexico erroneously listed under Control Zones, instead of Control Area Extensions, therefore, delete Item 4 (Clovis, New Mexico), under Control Zones. Insert this item as Item 5, under Control Area Extensions.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 9, dated June 15, 1955 as follows:

(1) Page 26 - Memphis Tenn: Correct telephone number to read: WHitehall 6-2548 and 6-2549.

(2) Page 103 - (ground) Lubbock, Texas: Correct to read: 111°, west edge of ramp N of Terminal Building.

(3) Page 104 - (ground) Add: San Francisco, Calif. (TVOR), 261° toward facility; on run-up mat for runway 28R.

(4) Page 105 - (ground) Tuscaloosa, Alabama (Van De Graaff): Correct to read: 241°; Point located on centerline of taxiway midway between ramp and runway.

(5) Page 97 - (air) Add: Crestview, Florida, 104°; over center of airport; 900'.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BIRMINGHAM-RADIO: VOR operg on test-basis. (12-19)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)

CLANTON-GRAGG ARPT: Closed - const. (7-11)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng. (7-11)

** EUFALA-WEEDON ARPT: 321' (886' MSL) lgtd rdo twr erected 16 n mi NE (74°T) at lat 32-01-26, long 84-50-50. (2-20)

EVERGREEN-RADIO: Mar 13, VOR shut down until approx April 3. During this period, temp MRA arwy V-20 Mobile-Montgomery 4000' MSL; Arwy V-134 Evergreen, Ala-Columbus, Ga unusable. (3-12)

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends.

HUNTSVILLE MUN ARPT: Caution -rnwy 18-36 under const. (12-30)

** MONTGOMERY -DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. Rnwy 15-33 open lgt acft xcpt first 500' from NW end unusable - holes. (3-16)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider intermittently on rnwy daylgt hrs durg VFR.

ARIZONA: SPECIAL NOTICE: Oct 24, 1955 - July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)

AJO ARPT: Beacon inop.

COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'. (6-30) Mar 12, VOR shut down until approx Apr 12 - modernization. (3-12) When opern is resumed, freq of VOR will be changed from 112.1 to 117.7 mc.

DATELAND: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised - low altitudes near these lctns. (3-12)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSYAMPA-RADIO: VOR and DME shut down until approx Mar 23. (3-1)

PHOENIX-RADIO: LFR has severe interference during hrs of darkness. (12-8) About Mar 23 VOR/DME will be shut down until approx Apr 23 - modernization. (3-1)

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)

**PHOENIX-SKY HARBOR ARPT: Const all taxiways. Caution - open ditches on edges of taxiways. (3-1) Clsd mil F89 type acft or acft rqrg use after burners for take-off, xcpt prior permission arpt manager. (2-28)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185° 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Clsd. (12-14)

TUCSON-RADIO: DME and VOR coverage 360°-12°, 69°-72° and 330°-346°, 35 n mi at 11,000'; 44°-69° and 346°-360°, 26 n mi at 11,000'. (7-9)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Const apch ends all rnwys. (10-8)

YUMA-RADIO: Mar 12, VOR shut down until approx May 12. (3-13)

ARKANSAS: ✱BLYTHEVILLE AFB-RADIO: USAF homing fac cmsnd. Freq: 311 kc. Ident: BYH. Lctd lat 36-07-32, long.89-56-36. Bear, dist Blytheville AFB: 174°, 9.5 n mi. Class: MHW. (3-15)

EL DORADO-RADIO: Mar 6, VOR shut down until approx Mar 27 - modification. (3-6)

FAYETTEVILLE-RADIO: About April 2, VOR will be shut down approx April 30 - modernization. (2-27)

FT. SMITH-RADIO: ILS lclzr, glide slope, MM and LMM operg on test-basis. (3-13)

FT. SMITH ARPT: 136' lgtd drilling derrick erected 0.5 mi W and 1.0 mi S of E/W rnwy.

HARRISON ARPT: New NW/SE rnwy under const. (2-14)

HAZEN ARPT: Caution - E/W rnwy clsd. Men and equip. on fld. (11-21)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - const. (3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness. (10-14)

CALIFORNIA: SPECIAL NOTICE: Between Nov 2, 1955 and May 2 , 1956, Navy blimp will oper intermittently in vcnty of Wilmington and Dominguez, Calif from surface upward in connection with Los Angeles air pollution control. Flgts will originate at Santa Ana Lighter Than Air Base, will cross at Newport Beach and proceed seaward to Wilmington for opern in both areas. Return flgt will be reverse of outbound flgt. Operns will be conducted in conditions down to 500' ceiling and 1/2 mi visibility.

ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BAKERSFIELD-RADIO: Mar 2, VOR shut down until approx May 2 - modernization. (3-9)

**BAKERSFIELD AIRPARK: 130' lgtd derrick erected 1130' NE N/S rnwy. (2-28)

BLUE CANYON, #13, SFO-SLC: Closed durg winter months. (12-21)

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

**BRAWLEY MUN ARPT: Unlgtd 55' TV ant. erected approx 50 ft. in line with and from the end of SE rnwy. (10-18)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CANBY-MEAD ARPT: Closed. (1-9)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. (10-28)

KLAMATH-McBETH ARPT: Closed. (1-3)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25)

**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21) No fuel servicing avail. for civil acft 2400-0600. (11-1) N 800' apch end rnwy 16L perm clsd. (1-23)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (6-4)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. One thousand on top flgt will NOT be controlled by this sector. All military acft operg at specific alts should contact the Los Angeles ARTC Center on 301.4 mc as soon as possible after departure from within the Los Angeles Control area or after entering the area inbound. (3-12)

✱LOS ANGELES INTERNATIONAL ARPT-TOWER: Mar 6, LOM auto voice ident perm discontd. Mar 19 radar arrival control inaugurated. Too late for Radar page. FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

MODESTO-RADIO: VOR shutdown until approx May 1-modernization. (1-24)

NEEDLES-RADIO: Feb 3, VOR shut down.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'. (20 Mar 1956)

CALIFORNIA: OAKLAND INTERNATIONAL ARPT TOWER: ASR will issue distance values in nautical miles in connection with radar control.(1-6) FLD: Dredging and clam shell equip.working S of lndg area. All booms and equip.lgtd and mrkd. Use extreme caution when flying over or within this area. (9-30)
OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)
ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. About May 1, VOR will be shut down until approx June 1. (2-8)
ONTARIO INTERNATIONAL ARPT: Hi-intensity rnwy lgts being installed rnwy 7-25. Use rnwy and taxiways. Open ditches either side rnwy. (2-7)
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable. (1-3)
RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'.
RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)
SACRAMENTO ARPT-TOWER: Voice on ILS freq 110.3 mc out of service. (2-7)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi.
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000';225°-300°, 43 n mi at 5000"; 300°-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (10-25)
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
**SAN FRANCISCO INTNL ARPT: All taxiways identified alphabetically. (3-1)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)
**SANTA BARBARA ARPT: 154' oil derrick lctd 1-1/3 mi SSW has been removed. (3-9)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
YUCCA VALLEY-SKY CORRAL ARPT: Closed. (8-11)
COLORADO: CHEYENNE WELLS ARPT: Caution - ditches across landing strips. (4-8)
COLORADO SPRINGS-PETERSON FLD: Bcn inop. Caution - lndg acft - due to rise in terrain at apch end rnwy 21.(9-14) Caution-3' frangible fence apch end rnwys 12 and 17.
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.(4-8) Two-way rdo rqrd capable of communicating with twr. (10-26)
GRAND JUNCTION-RADIO: About April 27, ILS glide slope will be shut down until approx June 8. (2-29)
PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long 104-18-00, conducting demolition work - days.
CONNECTICUT: SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WAREHOUSE POINT-SKYLARK ARPT: Closed. (1-25)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270° - 285°, 35 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. E/W rnwy closed. (6-20)
WILMINGTON-NEW CASTLE COUNTY ARPT: Jet interceptor acft tfc pattern altitude 1600' MSL. Conventional acft tfc pattern altitude 1000'MSL. Jets use two longest rnwys only. Jet barrier 3' high 400' from apch end rnwy 9. Ctl twr operg in old structure NW arpt. (3-12)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1)Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo required. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: Feb 28, PAR and VHF/DF shut down until approx Mar 20. (3-5)FLD: USAF, NAVY, CG: Clsd to all acft xcpt:(a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approvalof arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.
FLORIDA: SPECIAL NOTICE: Effect. April 5, Memory Rock, Bahama Island Warning Area W-178 will be rescinded. (2-21)
BANANA RIVER-PATRICK AFB: Effect. April 5, Warning Area (W-497A) description is revised as follows: "and excluding the airspace below 5000', 2.5 s mi either side of a line extending between points at lat 27-00, long 79-00; lat 27-15-30, long 78-24, and lat 27-00, long 77-43 and excluding the airspace below 5000' over Grand Bahama Island and excluding all designated and approved domestic ctl areas." Effect. April 5, Warning Area W-497C, is amended to show alts being used "from 27,000' to unlimited" and that the one yr temp restriction originally placed on the area be removed, provided that it is expressly understood by those concerned that when higher alts are rqrd by piloted acft the area will be brought up and reviewed with a view of opening up usable jet acft alts.
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.(2-10)
**BELLE GLADE-STATE ARPT: 208' (228'MSL) lgtd rdo twr erected 14.5 n mi E(85°T) at lat 26-42-10; long 80-23-01. (2-20)
CHASSAHAWITZKA BAY: Effect. April 5, Warning Area W-141, will be rescinded. (2-21)
CRESTVIEW-RADIO: Mar 17, VOR flgt-checked - opern normal.
**CRESTVIEW ARPT: 180' (231'MSL) lgtd rdo twr erected 32 n mi ESE (127°T) at lat 30-28-38, long 86-05-34. 250' (328'MSL) lgtd rdo twr erected 19.9 n mi SE(146°T) at lat 30-31-58, long 86-26-18. (3-6)

FLORIDA: DAYTONA BEACH-RADIO-SPECIAL NOTICE: Due temporary shut down Daytona Beach, VOR temporary MEA V-3 from Vero Beach to Jacksonville 6500'; V-152 Orlando to over Daytona Beach published MEA adequate. Other airways predicated on Daytona Beach VOR unusable. Restoration of Daytona Beach VOR will cancel this NOTAM. (2-14)
DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28)
DINNER POINT: Effect. April 5, Warning Area (W-143), will be rescinded. (2-21)
FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.
HOMESTEAD-RADIO: Hvy tfc E and W courses LFR 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB. (11-23)
HOMESTEAD ARPT: About May 5, fld will be abandoned. (2-28)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R closed to jet acft. (3-21)
KEY WEST INTERNATIONAL ARPT: Large or fast acft taking off from rnwys 8 and 11 wil proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out; if unable ctc twr, ctc Key West rdo. Caution - const 600' ext to apch end rnwy 8. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only-due to condition of rnwys. Lndg fee for cargo or charter acft only. Flare pots only lgtg available by prior req.-extra fee.
LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar. (1-19)
MARIANNA-RADIO: About April 2, VOR will be shut down approx June 4-modernization.
MARIANNA-GRAHAM AIR BASE: Const-new rnwys parallel N side rnwy 8-26 and W side rnwy 18-36. (11-18)
MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: Effect. Jan. 20, all flights operating within an area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights. (1-26)
★MIAMI INTERNATIONAL ARPT-TOWER: Mar 9, rcvr 122.7 mc cmsnd. About April 10, rcvr 122.5 mc will be decmsnd. (3-9) FLD: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. (12-6) Taxiway entrance to SW corner USAF ramp clsd. (1-17)
OCHOPEE, BEACON SITE 18, TPA-MIA: Beacon site darkened. (2-28)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.
PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip adj rnwys. (9-8)
**PANAMA CITY-SKYLAND ARPT: 220' (240'MSL) lgtd rdo twr erected 4.9 n mi ESE (114°T) at lat 30-08-18, long. 85-36-43. (3-5)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144,146, 147 and 148 during daylgt hrs. Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. AUGUSTINE-FAIRCHILD ARPT: Caution-N end rnwy 31 and 34 blkd off-const. Usable length of rnwys reduced to 3500'.
ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Men and equip on fld near intersection N/S and E/W taxiways NE of control twr. Caution in using N/S and E/W taxiways within 500' of control twr. Rnwy lgts NW/SE rnwy inop. (9-19)
TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)
TALLAHASSEE-DALE MABRY ARPT: Closed to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)
TAMIAMI-RADIO: About Mar 23, H fac will be cmsnd. Freq: 209kc. Ident: TMT. Lctd at lat 25-50-06, long. 80-54-36. Class: MHW. (2-23)
FLORIDA: TAMPA-RADIO: VOR courses 95°-105° unusable.
VERO BEACH ARPT: 120' (142'MSL) lgtd temp TV twr erected 1 n mi S. (3-6) Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
WEST PALM BEACH-PALM BEACH COUNTY ARPT: All rnwys, excpt 9-27 unlgtd and bndry lgts inop. (4-7)
WINTER HAVEN-GILBERT FLD: Taxiway and parking ramp near rnwys 4 and 29 extn excavation. Trucks crossing rnwys after normal operg hours and week ends.
GEORGIA: ALBANY-RADIO: VOR coverage at min instr alt 35 n mi. Moderate course roughness exists on and adj to following courses: 20°, 85°, 205°, 279°, 320° from stn.
ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta areas, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other info not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)
ATLANTA ARPT-TOWER: ASR-PAR shut down-modernization. (3-10) FLD: Effect. Apr 1, 1956, acft arriving arpt will make initial contact with Atlanta apch control on 120.7mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6)
ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy - caution. (9-13)
AUGUSTA-RADIO: VOR shut down - modification.
★BRUNSWICK-RADIO: Correct coordinates VOR rng: lat 31-03-00, long. 81-26-48. (3-4)
BRUNSWICK ARPT: Caution-intensive blimp training in vcnty.
COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)
**DAWSON-TERRELL COUNTY ARPT: 334'(722') lgtd rdo twr erected 3.9 n mi W (270°T) at lat 31-44-07, long. 84-29-56. (2-21)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: DME coverage at min en route alt, 35 n mi in all azimuths. About April 2, VOR will be shut down approx April 30 - modernization. (2-27)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.
ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt.
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
DIXIE USFS ARPT: Closed - const. (9-16)
KELLOGG-SHOSHONE COUNTY ARPT: Fld lgtg inop, xcpt prior req. (11-19)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL BCN SITE # 10, SLC-PDT: Inoperative. (2-23)
TWIN FALLS-RADIO: VOR coverage 115°-150°, 30 n mi at min terrain clearance alt.
TWIN FALLS-JOSLIN ARPT: Trench 25' deep, 30' wide lctd 165' off end rnwy 30. Men, equip in trench. (2-17)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student training in following described area: Bounded by long. 89-48, and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 feet and 5 miles, between 2500 feet and 5500 feet MSL. (6-16)
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

ILLINOIS: BENTON ARPT: Caution - new N/S rnwy under const.
BRADFORD RADIO: H fac useable dist 20-25 s mi.
**CHICAGO: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft. south of Glenview Naval Air Station.
CHICAGO-RADIO: Multiples on NW course LF rng. About April 30, LF rng ident will be changed to MDW.
CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: About Mar 30, Freq 118.9 mc will be changed to 124.5 mc.
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) ILS back course erratic. About April 30, TVOR and ILS lclzr ident will be changed to: MDW; LOM to MD; LMM to DW. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. 250'(842'MSL)lgtd smoke stack being erected 9.6 n mi (123°T) at lat 41-41-18, long. 87-33-43.
CHICAGO-O'HARE INTN'L FLD: 147'(787'MSL) lgtd steel twr being erected 2.6 n mi S (175°T) at lat 41-56-21, long 87-53-23. Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd, const.
CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long 87-33-36.
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'.
DANVILLE-VERMILLION COUNTY ARPT: Caution - const on taxiway strip adj to rnwy 3-21. NW/SE sod strip closed to all operns.
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy.
FAIRFIELD ARPT: Closed - construction.
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.
KEWANEE ARPT: Men and equip. on fld intermittently - caution.
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted.
MOMENCE ARPT: About April 1, will be permanently closed.
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt.
PEORIA-GREATER PEORIA ARPT: Unlgtd 5' fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.
ROCK FALLS ARPT: Men, equip on E side fld durg daylgt hrs - construction.
SPRINGFIELD-CAPITAL ARPT-TOWER: About Mar 25, Apch Ctl service will be inaugu-
** rated. Class will be AC(g). FLD: Men and equip. on fld durg daylgt hrs. (12-8) 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
**AUBURN ARPT: About April 2, const begins on a 910' (1780'MSL) lgtd TV twr to be erected 3 n mi SSE (167°T) at lat 41-19-59, long 85-03-07.
CAMP ATTERBURY: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'.
DYER-TRIANGLE ARPT: E/W Strip closed - construction. Turf soft.
INDIANA: ELKHART ARPT: N/S rnwy usable at pilot's discretion.
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' -ngt operations. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.
GARY MUN ARPT: Const. on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest extended centerline of rnwy 2 will be 43'(633'MSL).
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300';172°-310°, 35 n mi at 2100'.
GREENSBURG ARPT: Regrading and seeding N/S rnwy. Use E half only.
HUNTINGTON ARPT: Closed all operns - due soft fld.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC(approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. About Mar 19, en route radar control will be provided in vicinity of Terre Haute. Opern will be conducted from 0700-2300 Mon thru Fri. Facility will be identified as Rockville Control. Primary trans & recvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (3-13)
INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engined acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet.
LA FAYETTE-RADIO: Severe roughness and scalloping VOR radials 100° clockwise 170°.
LA FAYETTE-HELSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
**LA PORTE ARPT: 254' (1049'MSL) lgtd steel microwave twr erected 6 n mi NNE(20°T) at lat 41-40-23, long 86-40-57.
MADISON: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
**MISHAWAKA-SPORTSMAN ARPT: 236' (1016'MSL) lgtd steel microwave twr erected 3 n mi ENE (70°T) at lat 41-43-50, long 86-03-48.
MONTICELLO-CONGRAM ARPT: Closed.
ROCKVILLE-RADAR: About May 19 en route radar control will be provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4, mc. See Indianapolis Radio.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50". No touch down point.
**FLD: 156'(962'MSL) lgtd steel microwave twr erected 2 n mi NW at lat 41-43, long 86-20-56.
TILDEN-RADIO: See Indianapolis, Indiana.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
DAVENPORT MUN ARPT: E/W strip under construction.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of Rnwy 12.
**FORT DODGE ARPT: Two 325' (1773' MSL) lgtd towers erected 3.3 nautical miles SSW (192° T) at latitude 42-29-45, longitude 94-12-27.
LE MARS-WESTMAR COLLEGE ARPT: Land at own risk winter months.
OSKALOOSA ARPT: NE/SW runway closed indefinitely. NW/SE runway now 120 feet wide. (10-25)
OTTUMWA-RADIO: Soon, VOR and DME will be shut down until approx April 2 - modernization.

IOWA: SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system.(4-12) E/W rnwy clsd. (1-24)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.
**COFFEYVILLE-McGUGIN FLD: About April 1, a 219' (947' MSL) lgtd steel structure will be erected 3.5 n mi SW(215°T) at lat 37-02-57), long 95-36-30. (3-7) NW/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: About March 26, VOR will be shut down approx April 16 - modernization. Freq will be chg from 114.3 mc to 112.8 mc. (3-1)
GARDEN CITY-NEW CITY ARPT:Const of 40' poles 17 00' NE of NE/SW rnwy at lat 37-55-00, long 100-43-44 - partially lgtd, unmrkd. (2-6)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)
NEWTON - 81 ARPT: Restricted services due to by-pass road const on N end of fld, with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All lndgs at pilot's risk. (9-6)
OSBORNE ARPT: Strip lgts inop.
OTTAWA ARPT: Use turf strips with caution. (2-2)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy16-34 and 3-21 marked. (3-13)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S int sxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28) Extreme caution - temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr. (9-29)
**WICHITA ARPT: 130' (1435'MSL) lgtd steel twr erected 2.5 n mi NE (57°T) at lat 37-40-49 long 97-23-37. (2-20) A concrete plant top structure 50' AGL and 100' (1417'MSL) antenna twr erected 3100' N of N end rnwy 1-19, mrkd and lgtd. 128' lgtd steel water tank erected 0.4nmi ESE of SE corner of arpt. Mowing equip on fld daylgt hrs. Dirt pile 2 ft. high 25 ft. N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete surfaces. Sod areas unsafe. (8-23)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 122.5 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext.216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5kc, 122.5mc. Listen 278 kc. 119.5 mc or range voice channels. (8-20)
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. (12-22)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
PERRY PARK ARPT: Clsd - const. (3-2)
PENNSYLVANIA: YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°.
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. (3-16)
BATON ROUGE-RYAN ARPT: S taxiway between Rnwys 35, 31 closed. Narrow open ditches both sides Rnwy 13-31 outside of rnwy lgts. (3-29)
BOGALUSA ARPT: 400' of W end E/W rnwy unusable - const. (9-23)
BOSSIER CITY-RAINBOW ARPT: Closed (3-12)
LAFAYETTE-RADIO: VOR gnd-checked only. (3-14)
MINDEN MUN ARPT: Test detonating will be conducted daily 0830-1630, 7.5n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MINDEN-WEBSTER ARPT: New fld. under construction. Lctd: 1 mi NW; lat 32-38, long. 93-18.
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'.
**NEW IBERIA-IBERIA PARISH ARPT: 201'(221' MSL) lgtd rdo twr erected 4.1 n mi ESE (132°T) at lat 30-01-03, long 91-50-10.(3-6)
NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values
** in n miles in connection with radar control. (4-8) FLD: Two 141' MSL lgtd twrs erected 15.5 n mi SE(137°T) at lat 29-49-30, long 90-03-50.(3-7) 165'(MSL) lgtd drilling derrick erected 4.5 n mi NNW (345°T) at lat 30-04-19; long 90-17-47.(2-28) Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders.
PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const, mrkd.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (10-17)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°,35n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft. (3-25)
LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.
MILLINOCKET ARPT: Apron usable-caution due broken pavement. Lgts on rnwy 16-34 inop winter months. Snow removal rnwy 11-29 winter months only. (12-5)
**PORTLAND ARPT: Approx 1200 ft of S end of rnwy 02-20 closed to acft below 5000 lbs because of equip crossing rnwy.(9-10) 400 ft. W end rnwy 10-28 closed. (9-15)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters. (9-6)
WINTERPORT-FERNALD ARPT: Caution - hole in safety strip on southerly side of E end of E/W Rnwy.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. About May 14, VOR will be shut down until approx May 25 - modification. (1-5)
**BALTIMORE-FRIENDSHIP INTN'L ARPT: 152' (343'MSL) lgtd rdo twr erected 4.9 n mi. SSW(205°T) at lat 39-07-09, long 76-43-26. (3-8)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015° - 245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000';359°-15° at 3000'. (9-22)
FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy, temp. rescinded.
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd - parked mil acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. 60' temp twr erected 1600' N in the apch of N/S rnwy, lgtd. (9-17)

MARYLAND: LAYTONSVILLE-DAVIS ARPT: Const-extending rnwy 900' at ENE end. (8-16) SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling any State Police Barracks.

BEDFORD-RADIO: Precise rcvr tuning required in NW quad HW fac acct potential interference from Chicopee LF rng. (12-8)

.BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDOFRD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lngds in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs. or less. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd Terminal Bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lgtd. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Contact Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail. during drizzle. (7-21) No fuel or services avail until April, 1956.

NORWOOD-MEMORIAL ARPT: Rnwy lgts inop. (12-29)

SOUTH WELLFLEET (CAMP WELLFLEFT): Effect. Mar 8, Warning Area (R-21) the designated alt will be surface to 61,000' MSL. (1-20)

WESTOVER-RADIO: Precise receiver turing required in vicinity Gardner intersection acct potential interference between Chicopee LF rng and Bedford MHW. (12-8)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (11-11)

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable. (7-15)

BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg only.. (11-1)

CARLETON-RADIO: DMF coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHESANING ARPT: Lgtd bldg with 16' chimney being erected 180' N at lat 43-00,long 84-08.

CLIO-WESTPORT ARPT: Closed - due to thaw. (3-13)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 400' rnwy 2.

DETROIT-WAYNF MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwy 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const. (11-15)

FSCANABA ARPT: E/W strip clsd durg winter months. (1-12)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under const. - clsd. (11-22)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc. (11-29)

GRAYLING-McNAMARA ARPT: In event of snow 24 hr notice by telephone rqrd to insure plowed rnwy. (1-18)

HOUGHTON-SPFCIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake, under const. (9-16)

IONIA COUNTY ARPT: Clsd to wheeled acft operns. (3-1)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 closed. (2-25)

MICHIGAN: KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL)constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd, from mrks to SE, mrkd, lgtd. Const E/W taxiway. Men, equip. on fld.

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)

MT. CLEMENS-MACOMB A RPT:Const on fld. E/W rnwy clsd. (2-27)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 130°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Fld clsd to wheeled acft. Snow plow avail. only in emerg. (1-30)

ST. IGNACE-MACKINAC COUNTY ARPT: Fld open to ski-equipped acft only. (1-30)

SOUTH BRANCH-TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled acft. (1-19)

**STURGIS-KIRSCH ARPT: 277' (1117' MSL) lgtd steel microwave twr erected 6.1 n mi SW (240° T) at lat 41-44-44, long. 85-32-44. (3-2) Const on intsxns to both ends NE/SW paved rnwy, mrkd. (12-1)

WAYLAND ARPT: Closed - due snow. (3-9)

WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution. (9-22)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (11-28)

BENSON ARPT: New fld under const - clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39. (11-28)

CLARISSA ARPT: New fld under const - clsd all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (11-28)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men and equip. on fld.

ILSE ARPT: New arpt under const - clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450' x 180'. (11-28)

✱MINNEAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: Mar 13, trans and rcvr 124.7, 121.5, 243.0 mc cmsnd. Rcvd too late for inclusion on ANRA page. (3-15)

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n miles in connection with radar control. FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

OWATONNA ARPT: Unsafe for acft over 12,500 lbs. Sodded areas soft - unusable. (4-6)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy clsd for winter. (12-7)

MISSISSIPPI: GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat in use. Three acft in pat - one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

McCOMB-PIKE COUNTY ARPT: 8C, MSY-STL: ENE/WSW lndg strip clsd - reseeding.

MERIDIAN-RADIO: VOR course 30°-90° usable. Other courses unusable acct bends, roughness and course displacement.

**NATCHEZ AIR PARK: 228' (569' MSL) lgtd twr erected 6.0 n mi SSE (165° T) at lat 31-29-22, long. 91-21-51. (3-7)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-31)

MISSOURI: FARMINGTON-RADIO: About March 26, VOR will be shut down until approx April 16. (3-12)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down.
JOPLIN ARPT: NW/SE rnwy clsd-const. (2-29)
KAHOKA-MONTGOMERY ARPT: N/S strip closed. Use NW/SE strip only. (5-4)
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT-TOWER: About Mar 30, twr freq will be changed from 278 to 299 kc.
FLD: Due to non visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted use taxiways. Extreme caution-men and equip on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of rnwy 3-21. Const on 909' MSL lgtd steel truss bridge across Missouri River 700' SSE at lat 39-07, long. 94-35. (11-23) 55' (976' MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08,long. 94-35.
KANSAS CITY-MID-CONTINENT INTERNATIONAL ARPT: New fld, lctd 14 s mi NW at lat 39-18, long. 94-43, under const. Men and equip on rnwy - no landing or take offs permitted. (7-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon - Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130°.
NEVADA ARPT: 305'(1275'MSL) lgtd steel twr erected 11.5 n mi E (85°T) at lat 37-52-03, long. 94-03-01.
ST. JOSEPH-RADIO: Feb 29, VOR and DME shut down until approx Mar 22-modernization.
ST. LOUIS-LAMBERT FLD: Const on first 1500' both sides of rnwys 12 and 30. Men on fld daylgt hrs only. Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys,apchs rough and unusable. Grass area clsd.
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39W to lat 39-00, long. 90-45S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL. (12-20)
ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (11-21)
SPRINGFIELD-RADIO: March 5, VOR and DME shut down until approx April 2-modernization. (3-12)
WEST PLAINS-SKY HAVEN ARPT: Caution - const. Use at own risk. (3-25)
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)
BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
BUTTE ARPT: Rnwy 11-29 clsd ngts and rnwy 2-20 clsd all operns- snow. (3-16)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwy 11-29 restricted to acft of 30,000 lbs or less-frost cracks. (3-16)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA COUNTY ARPT: Taxi strip between rnwy 25 and 29 and first 200' of rnwys 25 and 29 closed to acft of gross wt over 20,000 lbs. (8-22)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST. IGNATIUS ARPT: Rnwy lgts inop. (8-26)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon-thru Fri. Area hazardous within a radius of 3000'to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed-const. Occasional blasting operns rock quarry S edge of arpt. (8-9)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°,17 n mi;170°-240°, 35 n mi;240°-300°,17n mi; 300°-360°, 43 n mi at 12,000'.
**BATTLE MOUNTAIN-35, SFO-SLC: 100' lgtd steel twr erected 1000' NW of NW/SE rnwy.
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas.
NEEDLE PEAK BCN SITE #32, SFO-SLC: Inoperative. (12-30)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain. (7-25)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: Only VOR arwy radials flight-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Airport condition information is available by calling the New Hampshire Aeronautical Commission 0830 - 1700, Monday thru Friday (telephone Concord, CApital 5-6611, Extension 211 or aircraft in flight call Concord Airport on 122.8 mc) or CAA Communications Station , Concord Mun Airport anytime (telephone CApital 5-6151 or aircraft in flight call Concord Rdo).

NEW HAMPSHIRE: CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010° 030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

CONCORD ARPT: 3' cones alongside rnwys 17-35 and 12-30. Rnwy 3-21 clsd winter mos.

KEENE-RADIO: H fac usable range, 20 n mi. (7-9)

LEBANON ARPT: No snow removal from rnwy 7-25. (2-1)

NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs -spray equip. testing. Safety strips SW side of rnwy unsafe.. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT:Caution - men, equip on fld during const new 8000' Rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)

BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

KEYPORT-WALLING FLD: Closed. (1-6)

MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng flgt-checked and correctly aligned. Strong multiple three to four degrees SW of SE course. Lgt multiples other courses. (10-21)

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Taxiway from Bldg 1 to NE taxiway clsd, mrkd, lgtd. New taxiway N parallel to rnwy 11-29 from Terminal Bldg to apch rnwy 11 open, mrkd, lgtd. New bridge 275' high, 1000' S, L.V. RR completed. Floodlgtd Calco stack being dismantled. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of official orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. (2-15)

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

PATERSON-MUSCHIO ARPT: Effect. Mar 31, fld will be closed - moving to Morristown Arpt, N. J. (3-13)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager.

TRENTON-RADIO: TVOR usable dist 026°,096°,228°,230° and 344° radials 17 n mi at min inst alt. other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only. (2-8)

NEW MEXICO: CARLSBAD-RADIO: Soon VOR will be shut down until approx Apr 15 modernization. Freq will be changed to 116.3 mc. (3-14)

CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (3-14)

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

NEW MEXICO: DEMING-RADIO: City-owned H fac operg 248 kc-0700-1900, effect. Mar10.

FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.

GALLUP: Demolition activities 9 s mi SE, Mon thru Fri, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)

HOBBS-RADIO: Feb 21, VOR shut down until approx Mar 21. (2-23)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (5-2)

OTTO-RADIO: VOR radials usable 26 n mi.

ROSWELL-RADIO: About April 15, VOR will shut down approx May 1 - modernization.(2-27)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

NEW YORK: ALBANY-RADIO: About April 2, VOR will be shut down until approx April 13 - modification. (1-5)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6) About April 16 VOR will be shut down until approx April 27 - modification. (1-5)

BUFFALO ARPT: E/W and N/S rnwys clsd ngts.

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official business only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. (1-16)

GOUVERNEUR ARPT: Clsd winter months. (12-18)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip on fld. (9-1)

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5)

MASSENA-RICHARDS ARPT: All sod areas closed - use paved rnwys only. (6-24)

MIDDLETOWN-RANDALL ARPT: Closed. (1-7)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) arpt; La Guardia Fd., N.Y., and Newark Arpt, N. J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7 R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr-highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-24R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice undier New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. N end N/S rnwy used for taxiing. Only NW/SE rnwy open to tfc. Shoulders on SE end NW/SE rnwy soft. No ngt flying permitted. (1-16)

NEW YORK: NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S.

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const.

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'.

PLATTSBURG MUNICIPAL ARPT: Effective 9 Feb, VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburg ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. About Feb. 28, trans and rcvr 243.0 mc will be decmsnd.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of Hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'.

ROME-GRIFFIS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROLUMUS: Caution - heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Rnwy 15-33 clsd. Due to non-visibility twr unable to ctl tfc apch end rnwy 10, National Guard ramp, and portions of taxiways serving rnwys 22 & 33. Caution-lndg jet interceptor acft using tactical left hand pat at 1878' MSL.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 7000'.

WALDEN-NEWBURGH-WALDEN ARPT: No services available Mondays.

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt.

WATERTOWN MUN ARPT: Rnwys, taxiways and ramp areas mrkd-snow removal.

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

NORTH CAROLINA: **CHARLOTTE-CANNON ARPT: Abandoned. Too late for Directory listing.

CARLOTTE-DOUGLAS ARPT: During taxiway construction the taxiway between N/S taxiway and runway 11-29 closed to all operations. N/S taxiway south of rnwy 5-23 clsd to all operns during daylgt hrs Mondays-Fridays. Rnwy 11-29 and taxiway between rnwys 23 and 29 clsd to all operns during daylgt hrs Mondays-Fridays and to 4-eng acft at all times. Hi-intensity lgts on rnwy 23 inoperative.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.

GREENSBORO-HIGH POINT ARPT-TOWER: About April 9, ILS glide slope and MM facs will be shut down until approximately June 19 - relctn.

GREENVILLE-PITT-GREENVILLE ARPT: 1000' SE end NW/SE rnwy-closed, marked.

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct acalloping and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd.

**MT. AIRY ARPT: 185'(1200' MSL) lgtd rdo twr erected 2.9 n mi NE(65°T) at lat 36-30-12, long 80-35-36.

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt.

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.

SALISBURY ARPT: Boundary lgts inoperative.

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only.

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23.

NORTH DAKOTA: DEVILS LAKE ARPT: Closed to wheeled aircraft.

NORTH DAKOTA: FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side.

GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. DME coverage 20°-35°, 90°-95° and 175°-235°, 35 n mi at min en route alt. About Mar 30, VOR and DME will be perm decmsnd.

MINOT-PORT O'MINOT ARPT: Several unmrkd and unlgtd 29' poles erected 1900' NW end of NW/SE rnwy. 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy.

OHIO: AKRON ARPT: Due to non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4-2n mi from stn, displaced 3.5°E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron Ohio acrobatic--camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.

BEDFORD-MILES AVE ARPT: About April 1, field will be abandoned.

CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. DME coverage 60°-150°, 35 n mi at min en route alt.

CINCINNATI-GREATER CINCINNATI ARPT-TOWER: ILS glide slope usable to apch end rnwy 36. FLD: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from Rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equipment working on outer perimeter of ramp between 0800 and 1630, marked.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr.

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Rnwy 14-32 restricted to NW take-offs and SE landings.

COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35°-50° and 305°-325°.

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'.

DAYTON ARPT: No grass operns. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-MONTGOMERY COUNTY ARPT: Men and equip. on fld.

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'. LF rng unreliable. Usable for homing only.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas closed.

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220° 35 n mi at min en route alt.

HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld.

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red Arwy 19. Anti-acft firing conducted 0830-1630, Mon-Fri, Jan 18 thru Mar 15.

MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 110°.

MARTINS FERRY BCN SITES 115B, 115C, CMH-PHL: About Mar 21 will be perm discontd.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORWALK ARPK: Closed.

PORT CLINTON ARPT: Const S end N/S rnwy. Acft rqr approval before using sod area durg wet wea acct soft, xcpt when frozen. Lgtd wind tee SE corner of arpt.

PUT-IN-BAY ARPT: Closed.

SPRINGFIELD ARPT: Caution -controlled jet tfc operg off fld.

TILTONSVILLE-SCOTT ARPT: About Mar 21, green code bcn will be perm discontd.

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7 or 710'.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed.

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.

OHIO: WILLOUGHBY-LOST NATION ARPT: 205' (845'MSL) twr being erected 8 n mi NE (60°T) at lat 41-44-23, long 81-14-09. (2-11)
WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)
YORKVILLE, BEACON SITES 115A, 115D, CMP-PHL: About Mar 21, will be perm discontd.
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
**YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°- 030° below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const - deep ditches 300' SE apch end rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)
ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.
OKLAHOMA: **ADA ARPT:306' (1326'MSL) lgtd antenna erected 2.2 n mi SSW(208°T) at lat 34-46-20, long 96-42-00. (2-21)
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
DUNCAN-HALLIBURTON ARPT: Men and equip. on fld. Use caution. (7-15)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (8-4)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
OKLAHOMA CITY-WILEY POST ARPT: 150' water twr erected NE corner.
PONCA CITY-RADIO: About Apr 2, VOR will be shut down until approx Apr 23. (3-2)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes. (11-30)
TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22) Rnwy 3R-21L daylgt hrs only.
**WOODWARD-WEST WOODWARD ARPT: 167' (2435'MSL) lgtd rdo twr erected 3 n mi ESE (128°T) at lat 36-24-25, long 99-28-30. (2-23)
OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEND-STEARNS ARPT: Clsd winter months - snow. (12-12)
CRESCENT LAKE JUNCTION ARPT: Closed winter months - snow. (12-12)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE ARPK: 45 ft. unlgtd poles, 750' S SE end rnwy. Housing and street const adj SE end of rnwy. (10-11)
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long 119-30-47.
IDANHA-SANTIAM JUNCTION ARPT: Closed winter months - snow. (12-12)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500' 275°-305°, 26 n mi at 10,500'.
KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N/S taxiway closed. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45' - caution - equip. crossing rnwys. (8-1)
LAPINE ARPT: Closed winter months - snow. (12-12)
MEDFORD-RADIO: DME andVOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional bried flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal
OREGON: shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)
TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
**ALTOONA-BLAIR COUNTY ARPT: 34' p-line erected 1400' S end of N/S rnwy in line with E bndry fld-unmrkd. Unlgtd hangar erected 200' NE rnwy intsxn. (2-29)
BRADFORD-RADIO: About March 26, VOR will be shut down until approx April 6 - modification. (1-5)
BRISTOL-3M AIRPORT: Caution - const equip. on S apch N/S rnwy - hazardous. (10-24)
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long 77-47-00; W-long 77-49-00.
CLEARFIELD ARPT: Closed. (2-2)
DU BOIS ARPT: Closed. (6-10)
EMLENTON ARPT: Closed. (2-16)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.
ERIE-PORT ERIE ARPT-TOWER: All components of ILS, xcpt MM and LMM shut down indefinitely - rnwy const. Apch lgt lane will remain in opern. (12-1)
GETTYSBURG: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
GETTYSBURG ARPT: Feb 15 - Apr 1, closed. (1-18)
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
NEW CASTLE ARPT: Caution landing jet acft using tactical overhead approaches at 1500' MSL. Conventional acft tfc pat altitude 1000' MSL. Jet barrier 3' high lctd 400' from approach end rnwy 9. Control twr operg from old structure NW. (2-1) Unlgtd TV antenna lctd on apch to E/W rnwy. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp Atlantic Aviation taxiways from ramp to rnwy 17 and 250' apch end rnwy 17. Rnwy 12 clsd lndgs.Rnwy 30 clsd take-offs, avail for lndgs acft u nder 25,000 lbs when wind exceeds 25 knots. Unusable under other conditions xcpt emerg. Two 90' booms 3,000' SW rnwys 4, and 9, flagged days, lowered ngts. 125' pile driver approx 700' W extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35, mrkd days, lgtd ngts, moving and working westerly. Effect. immediately all transient acft will park at executive term, transportation and services avail, load and unload stops at Pier C only avail for 3 min. Transient parking prohibited at Pier C. Acft rqrg customs serv use Pier C then move to executive terminal for static parking.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10. (2-2)
PHILIPSBURG-RADIO: Mar 9, VOR flgt-checked, opern normal. (3-12)
PHILIPSBURG-ALBERT ARPT: Caution - hvy equip. W of intsxn and N side E/W strip.

PENNSYLVANIA: PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189.
PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS glide slope shut down. FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two ft trenches lctd 5 to 30 ft from edges and ends all rnwys and taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. Const of apch lgt lane rnwy 27.
PITTSBURGH-GREATER PITTSBURGH (RIVER) -RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
READING-GENERAL SPAATZ FLD: Due to non-visibility twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
ST. MARY'S ARPT: Fld under const. Land on N side of E/W strip. (6-8)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. About May 7 VOR will be shut down until approx May 28 - modification. (1-5)
STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265° at min en route alt.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt-mrkd. (4-20)
TOWANDA ARPT: Closed - flooded. (3-8)
WASHINGTON ARPT: Closed to transient acft.
WAYNESBURG-GREENE COUNTY ARPT: Runway lgts inoperative.
WILKES-BARRE-WYOMING VALLEY ARPT: NW/SE rnwy closed. (4-27)
RHODE ISLAND: **PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. 205' (235'MSL) lgtd rdo twr erected 4.8 n mi WSW (243°T) at lat 41-41-38, long. 71-31-26.
SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution - NW/SE strip under const.
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 300' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths. (11-4)
COLUMBIA ARPT-TOWER: Feb 10, operns transferred to mobile control tower unit lctd on ramp approx 175' N of and midway of a line parallel to rnwy 28. Voice on lclzr inop. FLD: Rnwy lgts not controllable from twr. Ramp area adj to mobile twr clsd, use taxi ways only. Apch end of rnwy 23 not visible from mobile twr below 200'.
FLORENCE-RADIO: VOR shut down. Temp MEA Columbia to Lumberton via V56, 6000' all other arwys utilizing Florence VOR not usable during this period. (2-20)
GEORGETOWN-COUNTY ARPT: Bcn, obstn and all lndg area lgts inop. (10-21)
✱GREENVILLE ARPT-TOWER: Mar 7, ILS glide slope freq 335.0 mc cmsnd to MM only. Glide slope angle 3°. Elev over MM 1213' MSL; over OM 2188' MSL. (3-7)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: Caution - men and equip paving intsxn. Acft not equipped with rdo land on W end of E/W rnwy beyond intsxn.
NICHOLS ARPT: Caution - const. (2-24)
ORANGEBURG ARPT: Const - men and equip on fld. (5-2)
SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Black-hills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.
MILLER ARPT: Open only to ski-equipped acft. (2-1)

SOUTH DAKOTA: PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to trans-mission line.
RAPID CITY-RADIO: About Mar 19, DME will be shut down - relctn. About May 3, VOR will be demcnsd and concurrently, VOR/DME will be cmsnd. at lat 43-58-34, long. 103-00-44. (2-24)
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being revd 17 to 22 n mi NW of LF rng.
CROSSVILLE-RADIO: Mar 13, VOR shut down until approx Apr 3. During this period, the DME will also be out of service. V-51 from Chattanooga to Louisville V-16 Nashville to Knoxville, V-16S Graham to Crossville, Tallassee, Rasar, Norris, Highway, Loudon, Sweetwater, Georgetown and Clinton Intersections will be unusable during this period.
DYERSBURG-RADIO: Mar 5, VOR shut down until approx Mar 26 - modification. (3-5)
JACKSON-RADIO: About April 5, VOR will be cmsnd. (3-9)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control. About April 2, LOM will be shut down until approx April 16, conversion to MHW, name changed to Brooks, Ident: BXS. No change in freq. (2-27)
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable be-yond 15 n mi, bends and roughness. DME coverage 165°-270° 35 n mi at MEA. (12-16)
NASHVILLE-BERRY ARPT: Temp. 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33. (1-3)
TRI-CITY-RADIO: VOR courses 130° thru 185° displaced clockwise in excess of allowable tolerance. LF rng has moderate to severe multiples on all courses. About April 2, VOR will be shut down approx April 30 - modernization. (2-28)
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping.
ABILENE (NEW) ARPT: Due to non visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE MUNICIPAL ARPT: Bndry lgts rnwy 13-31 inop.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat - extensive jet opern all alt. Neon apch lgt sys inop. Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS inop. (12-9)
BEAUMONT-RADIO: About April 2, VOR will be shut down approx April 30 - modernization
**BELTON ARPT: 260' (990'MSL) lgtd rdo twr erected 2 n mi W (270°T) at lat 31-02-50, long. 97-01-17. (3-1)
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all altitudes - intensive jet training.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030° - 120° below 2500'; 130° - 040° below 3000' at 40 n mi.
CHILDRESS-RADIO: March 7, VOR shut down until approximately March 28. When recommissioned, frequency will be changed to 117.6 mc. (3-12)
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n miles at 2000 feet; 95°-110°, 35 n miles at 2000 feet; 110°-135°, 35 n miles at 1600 feet; 135°-165°, 35 n miles at 2000 feet.
**COLUMBUS ARPT: 180' (388'MSL) lgtd tower erected 1.7 n miles SE (127°T) at lat 29-42-10, long. 96-32-40. (2-24)

[redacted]: CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
DALLAS-LOVE FLD-TOWER: ASR will issue distance values in nautical mi in connection with radar control. FLD: 611' MSL lgtd stack 2000' SE end rnwy 13-31 lowered below 549' MSL adjoining bldg. 110' lgtd boom lctd 2900' S of present Term Bldg.
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NF quads. (8-28)
DUMAS ARPT: New arpt, lctd 1.5 mi W of city with one paved NNE/SSW rnwy 4400' long, open to tfc. (6-15)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
**EL PASO INTNL ARPT: 147' (3907' MSL) lgtd elevated water tank erected 6.1 n mi SSE (173° T) at lat 31-42-00, long. 106-22-00. (3-6) Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. (2-1)
FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130°, restricted beyond 20 mi acct scalloping. (2-14)
FT. WORTH-MEACHAM FI D-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)
FT. WORTH-TFXAS CHRISTIAN UNIVFRSITY ARPT: Effect. April 9, temporary controlled firing area described as follows: Beginning at lat 32-40-00, long. 97-25-00; thence to lat 32-35-00, long. 97-25-00; thence to lat 32-35-00, long. 97-25-08; thence to lat 32-40-00, long. 97-25-15; thence to point of beginning. Activities conducted: 60 MM mortar firing. Altitude: Surface to 1000'. Time of Use: 0800-1200. Controlling Agency: Texas Christian University ROTC.
FT. WORTH-TFXAS CHRISTIAN UNIVERSITY ARPT: Effect. April 1, fld will be abandoned.
**GRAPEVINE-PRICE ARPT: 310' (892' MSL) lgtd rdo twr erected 5.1 n mi NE (47° T) at lat 32-58-40, long. 97-03-20. (2-21)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
HARLINGEN AFB-RADIO: H fac temp operg on 308 kc. (1-26)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615, approx 12.2 n mi E.
HOUSTON-RADIO: VOR courses 120°-140°, unusable acct scalloping and bends. (7-16)
**HOUSTON-GULF COAST ARPT: 180' (275' MSL) lgtd rdo twr erected 1.5 n mi N (360° T) at lat 29-58-48, long. 95-25-00. (3-7)
HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder NW/SE rnwy. Men and equipment on sod area between new terminal apron and the E/W, NE/SW and NW/SE rnwys. Stay on pavement. (10-25)
**HUNTSVILLE ARPT: 200' (595' MSL) lgtd rdo twr erected 18.1 n mi SW (243° T) at lat 30-36-00, long. 95-54-22. (3-1)
JASPER COUNTY ARPT: Beacon inop. (1-11)
JUNCTION-RADIO: March 12, VOR shut down until approx April 2 - modification. When recmsnd, freq will be changed to 116.0 mc. (3-12)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LAREDO-RADIO: Mar 3, VOR shut down until approx May 5, modification.
LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected [redacted]: 1000' E of center line N/S rnwy, 500' S of north taxiway. (12-16)
LUBBOCK ARPT: W 300' of E rump open as taxiway. E 500' of E ramp clsd.
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs. (1-24)
**MATAGORDA ISLAND: Effective immediately Warning Areas W-225 and W-226 are rescinded.
**MEXIA ARPT: 140' (790' MSL) lgtd rdo twr erected 6.1 n mi NW (315° T) at lat 31-44-22, long. 96-33-20. (3-7)
MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. Soon, VOR will be shut down until approx May 17 - modification. (1-11)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (9-1)
PALACIOS-RADIO: About Apr 16, VOR will be shut down until approx June 18. (3-2)
PERRYTON ARPT: Bndry and bcn lgts inop. (8-4)
QUITMAN-RADIO: About April 2, VOR will be shut down until approx April 30 - modernization. (2-28)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. About April 16, VOR will be shut down approx June 18 - modernization. (3-8)
SAN BENITO ARPT: Feb 29, const began on lgtd radio antenna lctd 2.4 n mi NW (295° T) at lat 26-09-12, long. 97-39-45. (2-11)
**SEADRIFT ARPT: 150' (157' MSL) rdo twr erected 11 n mi ENE (67° T) at lat 28-28-49, long. 96-30-07. (3-12)
SHERMAN ARPT: Caution - equip. on fld. (1-7)
**SNYDER-WINSTON ARPT: 308' (2718' MSL) lgtd twr erected 2.5 n mi NE (61°T) at lat 32-43-29, long. 100-54-43. Erection of 145' drilling rig 500' E and 800' S. Erection of 131' drilling rig 660' S and 500' E of N/S rnwy - mrkd and lgtd. (6-8)
**SWEETWATER ARPT: 689' (2754' MSL) lgtd twr erected 4.5 n mi ENE (78° T) at lat 32-29-03, long. 100-22-03. (1-19)
**TEAGUE-G & S SKYRANCH ARPT: 300' (775' MSL) lgtd rdo twr erected 2.5 n mi S (182° T) at lat 31-36-14, long. 96-17-00. (3-7)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WEATHERFORD-SHANGRI LA GUEST RANCH ARPT: 160' (1390' MSL) lgtd rdo tower erected 10.8 n mi NW (310° T) at lat 32-58-30, long. 97-47-15. (2-16)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end of rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for landings and take-offs - usable for taxiway only. (8-4)
WINK, 18, ELP-FTW ARPT: Rnwy lgts inop rnwy 13-31. Equip. on fld, open ditches adj all rnwys. (3-9)
[redacted]: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
BRYCE CANYON, 45, LAX-DEN: Rnwy 12-30 clsd acct snow and ice. (12-9)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

UTAH: SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR coverage this area 17 n mi at 6500'; 30 n mi at 11,000'; coverage 10°-135°, 22 n mi at min en route alt. DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°; 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'.

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm.(tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd durg winter months acct no snow removal. Open to ski operns only. (1-4)

BRISTOL ARPT: E/W rnwy closed, obstn. (7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.

MIDDLEBURY ARPT: March 1, closed, except prior arranged flights - due soft ground. (3-6)

VIRGINIA: BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. (12-28)

BRIDGEWATER-SHEN-MEYER ARPT: Fld soft when wet durg winter months. (11-25)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in tfc area at any hour or altitude.

CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)

**DAHLGREN- SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 270°-010°, 35 n mi at 4000'. Feb 8 until approx May 8 INSACS will be discontd - Martinsburg, W. Va will control VOR and LF rngs. Auto. wea trans entered on Service A. (2-7)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. About April 23 VOR will be shut down until approx May 4 - modification. (1-5)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt.

LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NEWPORT NEWS-PATRICK HENRY ARPT: Const S of Terminal ramp and adj to N/S taxiway. Men and equip. on fld, daylgt hrs. (11-23)

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. Men and equip adj all rnwys and taxiways - caution.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

WASHINGTON: BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.

EASTON ARPT SITE 5-B, SEA-HLN: Closed - snow. (11-3)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown,prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs. (2-23)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)

MT. CATHERINE BCN SITE #4, SEA-HLN: Bcn inop. (2-16)

OLYMPIA-PADIO: VOR coverage 340°-45°, 43n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135 -155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143°radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming area adj to taxiways and rnwys thru fall. (5-14)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (3-15)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information region.500' vertical separation will be acceptable for flight levels of 12,500'and below, 2,000' vertical separation above 29,000'.

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat.W of fld at 1500'-use main rnwys,taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. (8-17) Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. (3-15)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-CALKINS ARPT: Rnwys N/S and E/W closed. (8-30)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 260°-280°, unreliable; 280°-330°, 40 n mi at 9000'; 330°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21 - caution. (8-18) S 5000' rnwy 16-34 open lgt acft daylgt hrs. Caution - first 1700' apch end rnwy 16 under const.

SPOKANE-LEMEN ARPT: Caution - strip soft.

TACOMA ARPT: Rnwys being repaired. Roller and other equipment on fld and rnwys. Caution - land according to wind tee between rnwys. (1-26)

YAKIMA-RADIO: VOR flgt-checked for en route victor arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths.

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (2-24)

★HUNTINGTON-RADIO: Mar 15, trans 126.7 mc cmsnd. Data rcvd too late for ANRA page.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°,35 n mi at 2000'.

MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13)

[redacted]: MORGANTOWN-RADIO: LF rng has multiples and fades all courses. PARKERSBURG-WOOD COUNTY ARPT: Caution -dip midway rnwy 16-34 covering full width of rnwy.

[redacted]: CABLE-UNION ARPT: Closed.

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from station.

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 21. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.

MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. Soon, VOR will be relctd to lat 43-07-01, long. 88-17-05 and freq change to 113.8 mc. Class: BVOR.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: Rnwy 7L-25R open daylgt hours only. E taxi strip closed to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees.

OSHKOSH-WINNEBAGO COUNTY ARPT: Use N, S, E & W rnwys only durg winter months.

WAUKESHA-COUNTY ARPT: Rnwy lgts being moved from NE/SW rnwy to E/W. Do not land NE/SW rnwy.

WOODRUFF-ARBOR-VITAE-RADIO: Privately owned MH fac shut down until May 1, 1956. (Except on req).

WOODRUFF-ARBOR VITAE ARPT: Closed winter months.

[redacted]: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. About April 1, VOR will be shut down approx May 1 - modernization.

CASPER-NATRONA COUNTY ARPT: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets.

[redacted]: CHEYENNE ARPT-TOWER: About April 17, ILS glide slope and lclzr will be shut down. About Apr. 24, glide slope freq will be changed to 333.8 mc, lclzr to 109.9 mc.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft clsd to hwy acft.

JACKSON ARPT: E/W rnwy closed-fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' strip E of N/S rnwy.

KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet.

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip on fld. E/W rnwy closed.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF range.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy closed - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.

[redacted]: SAN JUAN-INTERNATIONAL ARPT-TOWER: Effect. April 1, trans and rcvr 126.18 mc will be discontinued.

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4, and 5 on N departure ramp not fully visible from tower. Caution.

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions(television towers, smoke stacks, etc.)which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the **NOTAMS.** The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING AIRPORT TO TOWER	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Anniston, Anniston	6.1 SSE; 158°	2981	574	33-29-06; 85-48-32
Birmingham, Birmingham	5.0 SW; 215°	1525	505	33-29-27; 86-47-48
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Allenport	2.5 E; 90°	987	751	32-18-42; 86-13-40
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
Douglas, Douglas	4.0 W; 270°	4500	556	31-20-45; 109-35-00
Phoenix, Sky Harbor	3.0 NW; 298°	1332	495	33-27-12; 112-04-30
Tucson, Gilpin	2.5 SE; 135°	2868	500	32-14-22; 110-58-13
ARKANSAS				
Eldorado, Eldorado	3.5 SSE; 160°	855	630	33-07-40; 92-38-28
Little Rock, Adams	13.5 WNW; 285°	2205	1175	34-47-55; 92-29-58
Little Rock, Adams	7.5 S; 175°	762	505	34-36-02; 92-13-32
CALIFORNIA				
Fresno, Fresno-Chandler	12.0 W; 258°	880	660	36-41-42; 120-03-18
Los Angeles, Fullerton	2.0 W; 280°	823	760	33-52-46; 118-00-48
Los Angeles, Los Angeles	4.5 NNE; 20°	580	497	34-01-40; 118-22-20
Sacramento, Sacramento	6.0 NNW; 335°	518	500	38-36-35; 121-33-15
San Francisco, San Francisco	8.0 SE; 125°	560	557	37-32-50; 122-14-00
San Francisco, San Francisco	9.0 NNW; 337°	1371	529	37-45-20; 122-27-05
COLORADO				
Sterling, Sterling-Logan Co.	6.0 ENE; 72°	4749	749	40-38-05; 103-08-15
CONNECTICUT				
DELAWARE				
DIST. OF COLUMBIA				
Washington, D.C., Washington National	5.0 N; 350°	739	538	38-55-28; 77-03-20
FLORIDA				
Carrabelle, (Corps of Engineers)	8.0 NE; 63°	665	625	29-54-20; 84-33-45
Ft. Lauderdale, Broward Co.	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Ft. Lauderdale, Broward Co.	6.0 SSW; 205°	762	752	25-58-46; 80-11-50
Hollywood, North Perry	3.0 SSE; 147°	553	546	25-57-27; 80-12-43
Jacksonville, Imeson	10.0 SW; 215°	615	587	30-17-10; 81-44-52
Miami, Hollywood, N. Perry	2.6 SSE; 147°	943	937	25-57-27; 80-12-43
Orlando, Orlando Municipal	3.6 W; 270°	687	584	28-33-17; 81-24-42
Pensacola, Pensacola	5.0 WSW; 250°	677	613	30-26-43; 87-17-01
St. Petersburg, Pinellas Co.	5.0 ESE; 108°	505	505	27-52-39; 82-35-27
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1138	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°	549	549	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	9.0 NNE; 13°	1559	598	33-47-56; 84-23-14
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
Atlanta, Atlanta	8.0 NE; 24°	2040	1062	33-45-51; 84-21-42
Augusta, Daniel	4.5 ENE; 59°	980	498	33-30-21; 81-57-43
Macon, Smartt	4.3 S; 177°	848	514	32-45-09; 83-33-33
Savannah, Scott	4.6 E; 75°	535	500	32-04-07; 81-05-35
Thomasville, Rose City	14.0 SW; 227°	909	669	30-39-50; 84-12-36
IDAHO				
ILLINOIS				
Champaign, Champaign	9.0 WSW; 255°	1701	981	40-06-23; 88-26-59
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Meigs	1.5 NW; 323°	1211	617B	41-52-45; 87-37-51
Chicago, Meigs	2.0 NNW; 340°	1205	638B	41-53-25; 87-37-25
Chicago, Meigs	2.0 NW; 323°	1130	535B	41-53-05; 87-38-04
Chicago, Meigs	1.8 WNW; 327°	1111	571B	41-53-12; 87-37-50
Chicago, Meigs	1.5 NW; 327°	1420	686B	41-59-25; 88-01-42
Chicago, Meigs	1.8 NW; 318°	1345	744B	41-52-57; 87-38-15
Chicago, Meigs	1.5 NW; 223°	1111	561B	41-53-08; 87-37-30
Chicago, Meigs	1.1 NW; 318°	1111	585B	41-52-30; 87-37-35
Chicago, Intn'l - O'Hare	6.0 W; 282°	1115	750	42-00-41; 88-02-10
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Decatur, Decatur-Aviation	3.7 SSW; 150°	1242	602	39-49-28; 88-58-03
East St. Louis, Parks Met.	5.1 E; 82°	1145	589	38-35-06; 90-03-26
Harrisburg, Harrisburg-Raleigh	4.5 S;176°	960	549	37-44-20; 88-32-25
Quincy, Quincy-Baldwin	6.0 W; 276°	1433	673	39-57-09; 91-19-50
Quincy, Quincy-Baldwin	6.0 WNW; 287°	1560	804	39-58-22; 91-19-54
Rockford, Greater Rockford	6.3 NW; 324°	1487	691	42-17-14; 89-10-16
Rockford, Pecatonica	5.8 ESE; 112°	1546	649	42-17-50; 89-14-25
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
✱ Auburn, Auburn	3.0 SSE; 167°	1723	910	41-20-09; 85-03-16
Bloomington, Kisters	20.5 NNW; 340°	1800	973	39-28-28; 86-45-40
Evansville, Skylane	1.5 S; 188°	975	515	37-59-21; 87-35-37
Fort Wayne, Smith	3.0 S; 198°	1593	793	41-05-36; 85-10-28
Indianapolis, Sky Harbor	2.0 S; 175°	1870	997	39-45-39; 86-00-21
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
Terre Haute, Terre Haute	3.0 NNE; 17°	1043	548	39-27-57; 87-24-13
West Madison, Meyers (stacks)	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
✱ New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
IOWA				
Ames, Ames	3.0 WSW; 252°	1620	580	41-59-20; 93-41-12
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Cedar Rapids, Hunter	6.0 N; 10°	1570	702	42-01-43; 91-38-27
Davenport, Davenport	1.5 E; 90°	1310	625	41-32-54; 90-28-37
Des Moines, Des Moines	15.0 NE; 63°	1710	743	41-39-12; 93-20-56
Des Moines, Des Moines	3.0 NNE; 20°	1546	706	41-35-18; 93-37-46
Fort Dodge, Fort Dodge	4.5 S; 190°	1773	650	42-29-50; 94-12-10
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Mason City, Mason City	11.5 NNE; 25°	1755	500	43-21-15; 93-13-00
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Sioux City, Rickenbacker	5.0 E; 90°	1937	537	42-32-33; 96-23-34
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Hutchinson, Hutchinson	4.0 ESE; 104°	2325	780	38-03-23; 97-46-36
Lawrence, Lawrence	4.1 SSW; 212°	1540	511	38-57-18; 95-15-50
Pittsburg, Columbus	8.0 ENE; 62°	1470	574	37-13-19; 94-42-17
Topeka, Allen	2.3 N; 350°	2031	950	39-03-55; 95-45-50
Wichita, Wichita	7.7 NW; 325°	2435	1071	37-46-37; 97-31-01
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Wichita	8.0 NE; 45°	2048	708	37-45-01; 97-18-12
KENTUCKY				
Henderson, Skyline	9.0 S; 170°	1003	542	37-52-00; 87-33-57
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
Lexington, Blue Grass	7.0 E; 93°	1610	548	38-01-50; 84-27-00
Louisville, Standiford	12.0 NW; 335°	1590	600	38-22-10; 85-49-49
Louisville, Standiford	4.0 N; 346	6000	1060	38-14-50; 85-45-50
Louisville, Bowman	11.0 E; 80°	1440	675	38-15-40; 85-25-39
LOUISIANA				
Alexandria, McArthur	4.3 ENE; 75°	692	591	31-18-22; 92-24-56
Baton Rouge, Ryan	5.7 SSW; 195°	545	500	30-26-36; 91-10-49
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
Monroe, Selman	3.0 NW; 295°	850	774	32-31-37; 92-06-16
New Orleans, Callender	4.5 NNW; 338°	623	609	29-54-41; 90-02-50
New Orleans, Callender	5.0 N; 353°	563	563	29-55-15; 90-02-00
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
Bethesda, Congressional	3.5 SE; 147°		545	39-00-05; 77-06-15
Baltimore, Friendship	9.0 N; 2°	870	530	39-20-07; 76-39-15
Baltimore, Friendship	7.0 NNE; 20°	625	591	39-17-24; 76-36-56
Salisbury, Salisbury Wicomico County	5.0 NW; 307°	690	649	38-24-15; 75-34-46
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Detroit, Detroit City	5.0 WSW; 250°	1170	538	42-22-25; 83-06-50
Detroit, Detroit City	4.0 SW; 200°	1295	693	42-19-49; 83-02-52
Detroit, Detroit City	10.0 NW; 295°	1749	1063	42-28-59; 83-12-20
Detroit, Detroit City	13.0 WNW; 288°	1738	1057	42-27-38; 83-12-49
Detroit, Wayne-Major	6.5 SE; 118°	1311	710	42-10-04; 83-12-58
East Lansing, Capital City	9.0 SE; 118°	1874	1034	42-42-08; 84-24-51
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Kalamazoo, Kalamazoo	6.0 NNE; 12°	1054	952	42-24-58; 85-31-51
Lansing, Capital City	4.0 SE; 118°	1360	500	42-44-26; 84-30-48
Saginaw, Saginaw	2.5 NNE; 20°	1160	569	43-28-15; 83-50-36
White Pine, Gogebic County	27.5 NE; 60°	1380	504	46-45-52; 89-34-05
MINNESOTA				
Duluth, Duluth	4.2 SE; 135°	1828	584	46-47-20; 92-06-51
Duluth, Duluth	4.0 SE; 140°	2049	816	46-47-08; 92-07-15
Minneapolis, Anoka	1.0 SE; 132°	1540	654	45-10-01; 93-19-02
Minneapolis, Minn.-St. Paul	6.0 NNW; 340°	1468	608	44-58-28; 93-16-10
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Jackson, Hawkins	7.0 SE; 125°	1045	666	32-15-48; 90-06-42
Jackson, Hawkins				

MISSOURI				
Cape Girardeau, Cape Girardeau	6.9 N; 352°	1439	882	37-20-25; 89-35-21
Columbia, Columbia	6.5 SE; 135°	1612	774	38-53-14; 92-15-43
Kansas City, Kansas City Mun	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Kansas City, Thirty First St.	1.0 NNW; 340°	1949	1025	39-05-03; 94-30-57
Kansas City, State Line	4.5 NW; 320°	1778	748	38-56-06; 94-39-42
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
New Bloomfield, Jefferson City Memorial	6.5 NNE; 30°	1417	500	38-41-28; 92-05-43
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Springfield, Springfield	5.5 SE; 132°	1835	550	37-10-59; 93-18-11
St. Joseph, Rosecrans	5.0 E; 90°	1780	750	39-46-12; 94-47-53
St. Louis, Lambert	9 SE; 145°	1044	563	38-38-08; 90-11-45
St. Louis, Lambert	8.7 SE; 150°	1159	678.5	38-37-41; 90-16-09
MONTANA				
Billings, Billings	6.0 SW; 207°	3770	559	45-43-09; 108-36-21
NEBRASKA				
Hastings, Hastings	2.5 NE; 42°	2709	769	40-39-06; 98-23-04
Imperial, Imperial	27.5 ENE; 75°	3848	583	40-37-29; 101-01-58
Lincoln, Crete	14.8 NW; 315°	2529	999	40-48-08; 97-10-47
Minden, Minden	7.0 W; 255°	2703	581	40-29-43; 99-05-01
Omaha, Omaha	4.0 SW; 230°	1695	524	41-15-34; 95-56-58
Sidney, Sidney	2.5 S; 180°	5060	740	41-03-10; 102-58-33
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea County	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lovington	1.0 NW; 310°	4525	600	32-57-28; 103-21-13
Roswell, Roswell	8.0 E; 92°	4540	790	33-24-05; 104-22-45
NEW YORK				
Binghamton, Tri-Cities	6.5 ESE; 100°	2546	785	42-03-34; 75-57-06
Buffalo, Buffalo	17.5 SSE; 163°	2641	1001	42-39-33; 78-37-38
Camden, Hancock(Syracuse)	17.0 NE; 52°	1145	625	43-18-05; 75-48-42
Carthage, Watertown	13.0 E; 98°	1696	574	43-57-16; 75-43-45
Forrestport, Boonville (research tower)	7.0 E; 98°	2650	1203	43-26-39; 75-05-08
New York, LaGuardia	5.0 WSW; 255°	1522	1465	40-44-54; 73-56-10
Schenectady, Schenectady Co.	6.0 SW; 220°	990	625	42-47-31; 74-00-36
Syracuse, Hancock	11.3 S; 180°	1114	554	42-57-15; 76-06-34
Troy, Troy	6.0 NNE; 20°	1520	543	42-47-08; 73-37-46
NORTH CAROLINA				
Chapel Hill, Chapel Hill	5.7 SW; 235°	1549	799	35-52-07; 79-10-06
Charlotte, Mt. Holly	3.0 ESE; 71°	1866	562	35-17-50; 81-06-53
Charlotte, Brockenbough	2.6 WSW;250°	1322	542	35-18-05; 80-53-24
Durham, Bryan	7.8 NNW;285°	1489	783	36-06-39; 78-56-19
Greensboro, Air Harbor	5.0 SSE; 156°	1549	759	36-05-50; 79-45-47
Greenville, Pitt-Greenville	3.9 S; 177°	948	873	35-34-15; 77-22-49
Raleigh, Raleigh-Durham	5.0 SSE; 167°	1029	525	35-47-38; 78-45-41
Winston Salem, Smith-Reynolds	16.0 NNW;330°	3107	692	36-22-30; 80-22-21
Winston Salem, Smith-Reynolds	4.0 SW; 226°	1447	547	36-05-30; 80-16-59
NORTH DAKOTA				
Bismarck, Bismarck	9.9 ENE; 64°	2413	704	46-51-12; 100-32-37
Valley City, Valley City	12.2 NE; 35°	2495	1086	47-05-29; 97-51-15
OHIO				
Cincinnati, Cincinnati-Lunken	3.5 W; 281°	1348	523	39-06-59; 84-30-07
Cleveland, Brooklyn	8.5 SSE; 153°	1945	775	41-21-43; 81-42-52
Columbus, Ohio State Univ.	4.0 SSE; 152°	1225	578	40-01-31; 83-01-38
Columbus, Clickener	1.0 SW; 226°	1380	644	39-52-24; 82-58-45
Columbus, Sullivant Avenue	4.6 NE; 34°	1418	593	40-00-28; 83-02-49
Dayton, Neff	2.7 N; 9°	2046	1056	39-44-05; 84-14-55
Stubenville, Weirton	4.9 SW; 219°	2041	881	40-20-32; 80-37-14
Toledo, National	4.8 S; 180°	1149	557	41-38-46; 83-32-25
Youngstown, Bird	3.0 SSW; 199°	2049	1000	41-04-46; 80-38-42
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
Cincinnati, Lunken	6.0 W; 265°	1314	504	39-06-17; 84-33-21
Columbus, Port Columbus	7 W; 260°	1549	839	39-58-14;83-01-23
OKLAHOMA				
Ada, Ada	5.5 N; 357°	1719	725	34-54-08; 96-40-37
Enid, Woodring	3.5 E; 80°	2081	816	36-23-10; 97-42-33
Guymon, Guymon	1.3 SE; 137°	3620	500	36-40-00; 101-29-05
Lawton, Lawton	5.0 ENE; 75°	1684	520	34-35-35; 98-19-06
Muskogee, Hatbox	18.0 WNW;290°	1701	719	35-51-43; 95-46-01
Oklahoma City, Wiley Post	3.0 ESE; 115°	2724	1572	35-32-58; 97-29-48
Oklahoma City, Wiley Post	4.0 ENE; 75°	2150	971	35-33-48; 97-29-23
Oklahoma City, Downtown	2.0 NE; 38°	1690	500	35-28-08; 97-30-58
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1175	36-11-46; 96-05-53
Tulsa, Tulsa Municipal	8.0 SW; 235°	1400	494	36-07-00; 96-01-28
OREGON				
Portland, Portland Mun.	7.0 SW; 232°	1173	708	45-30-58; 122-43-57
Portland, Portland Mun.	4.0 WNW;285°	638	625	45-36-05; 122-41-08
PENNSYLVANIA				
Allentown, Bethlehem-Easton	6.1 S; 180°	1495	497	40-33-59; 75-26-03
Erie, Port Erie	6.1 ESE; 115°	2072	732	42-02-20; 80-03-45
Lebanon, Hershey	6.0 ESE; 106°	1472	572	40-15-45; 76-27-49
Philadelphia, Wings	5.0 SE; 130°	1014	602	40-05-00; 75-10-47
Philadelphia, Wings	6.0 SSE; 165°	1262	979	40-02-36; 75-14-12
Philadelphia, International	5.5 NE; 40°	614	574	39-57-04; 75-10-08
Pittsburgh, Greater Pittsburgh	9.0 E; 85°	1871	561	40-29-35; 80-01-07
Pittsburgh, Allegheny Co.	11.0 NNW;347°	1720	540	40-26-48; 79-57-39
Pittsburgh, Greater Pittsburgh	13.0 ENE; 70°	1878	718	40-33-25; 79-57-08
Reading, Grimes	2.5 NE; 30°	2477	1034	40-31-36; 76-13-30
Sharon, Sharon	1.5 SE; 122°	1560	550	41-13-12; 80-28-22
Pittsburgh, Greater Pittsburgh	9 E; 86°	2049	684	40-29-38;80-01-10
RHODE ISLAND				
Providence, Green	10.0 NNE;36°	1049	853	41-51-54; 71-17-17
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
Camden, Woodward	6.1 SW; 238°	774	530	34-13-50; 80-40-45
Charleston, Johns Island	7.8 NE; 43°	849	842	32-47-53; 79-53-51
Columbia, Owens	2.2 NW 316°	900	582	34-00-06; 81-01-44
Columbia, Owens	4.8 NNE 13°	962	542	34-03-22; 80-58-52
Florence, Florence	4.7 N; 8°	920	823	34-16-13; 79-43-39
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW;282°	2703	856	44-58-30; 97-34-28
TENNESSEE				
Jackson, McKellar	6.0 ENE; 66°	1080	560	35-38-32; 88-48-27
Johnson City, Johnson City	2.0 SW; 235°	2540	629	36-19-26; 82-20-36
Knoxville, Island	3.9 NW; 300°	2049	649	36-00-13; 83-56-35
Memphis, Martin	3.5 ENE; 77°	1349	1077	35-10-52; 89-49-56
Memphis, Martin	1.0 NE; 62°	1335	1088	35-10-09; 89-53-12
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry	10.0 NW; 328°	2049	1179	36-16-05; 86-47-18
TEXAS				
Amarillo, Amarillo Air Term.	9.2 NW; 305°	4295	833	35-18-53; 101-50-47
Austin, Mueller	4.4 W; 274°	1498	576	30-18-28; 97-47-26
Beaumont, Jefferson Co.	10.0 N; 15°	618	600	30-08-35; 93-58-36
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Dallas, Hi-Way 77	7.5 WSW; 250°	2349	1521	32-35-28; 96-58-34
Dallas, Love	5.1 SE; 144°	1019	653	32-46-47; 96-47-56
Dallas, White Rock	3.5 WSW; 243°	950	563	32-46-40; 96-45-29
TEXAS				
Fort Worth, Meacham	6.1 SE; 120°	1679	1074	32-45-42;97-14-40
Fort Worth, Meacham	6.9 SE; 128°	1743	1113	32-45-01;97-16-07
Galveston, Alvin	7.7 ESE; 116°	606	574	29-23-38; 95-08-15
B Houston, Clover	3.3 S; 177°	1236	1198	29-27-57; 95-13-24
Houston, Houston	5.1 NNE; 21°	749	529	29-43-28; 95-27-23
Houston, Houston	11.3 SW; 247°	1049	978	29-34-24; 95-28-31
Houston, Houston	8.3 NNW; 327°	633	579	29-45-31; 95-21-48
Houston, Houston	5.9 NNW; 14°	749	686	29-44-08; 95-27-42
Houston, Houston	5.4 NW; 316°	749	700	29-42-56; 95-20-57
Lubbock, Lubbock	6.9 S; 187°	3986	786	33-32-28; 101-50-15
Lubbock, Lubbock	7.9 SSW; 198°	4067	841	33-31-35; 101-52-11
Lufkin, Angelina Co.	10.5 NNW;347°	950	540	31-25-09; 94-48-02
Madisonville, Coulter	19.4 ENE; 61°	1101	715	30-52-20; 96-00-20
Midland, Midland Air Term.	4.9 ENE; 76°	3349	547	31-57-33; 102-06-15
B San Antonio, San Antonio Intn'l	6.5 SSW; 192°	1230	569	29-26-30; 98-29-25
San Antonio, Stinson	7.1 ENE; 62°	1190	515	29-23-24; 98-21-00
Temple, Draughon-Miller	11.3 NE; 43°	1549	933	31-17-06; 97-15-34
Tyler, Pounds	13.3 ENE; 62°	1341	710	32-27-12; 95-09-46
Tyler, Pounds	6.3 ESE; 90°	1050	495	32-21-06; 95-16-00
Weslaco, Central Valley	3.5 E; 100°	845	791	26-09-54; 97-48-45
Wichita Falls, Kickapoo	3.0 NW; 308°	1510	500	33-53-47; 98-32-33
Wichita Falls, Kickapoo	3.8 WNW;298°	1554	549	33-53-22; 98-33-26
Odessa, Odessa	10.5 SSW;252°	3856	726	31-51-50; 102-34-36
Big Spring, Big Spring	1 SE; 130°	2960	500	32-15-16; 101-26-44
B San Antonio, Stinson	4.5NNW;345°	1187	548	29-25-20; 98-29-22
B Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03;100-22-03
UTAH				
VERMONT				
VIRGINIA				
Hampton, Norfolk	10.0 NW;328°	510	500	37-02-20; 76-18-30
Lynchburgh, Preston Glenn	10.0 SW; 223°	1902	574	37-11-50; 79-21-07
Norfolk, Norfolk	13.5 WSW;250°	1055	1029	36-48-56; 76-28-00
Richmond, Byrd	9.0 W; 270°	770	546	37-30-15; 77-30-39
Richmond, Byrd	8.0 NW; 298°	1049	844	37-34-00; 77-28-36
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
WASHINGTON				
Seattle, Boeing	6.0 NNW; 342°	1011	570	47-37-55; 122-20-59
Spokane, Geiger	6.0 E; 90°	3072	747	47-36-59; 117-21-55
Tacoma, South Port Orchard	6.0 ENE; 63°	1000	580	47-28-43; 122-32-32
Tacoma, Tacoma	2.0 ENE; 15°	950	533	47-16-41; 122-30-42
Tacoma, Tacoma	2.0 NW; 330°	514	514	47-16-18; 122-33-00
WEST VIRGINIA				
Charleston, Kanawha Co.	4.8 WNW; 275°	1549	649	38-22-36; 81-42-04
Huntington, Huntington	14.0 ENE; 62°	2049	1069	38-30-34; 82-13-09
Oak Hill, Fayette	5.0 SSW; 200°	2688	688	37-57-27; 81-09-01
WISCONSIN				
Colfax, Eau Claire	9.5 NW; 305°	1764	504	44-57-35; 91-40-05
B Green Bay, Austin-Straubel	7.5 SE; 130°	1650	1000	44-24-33; 88-00-00
La Crosse, La Crosse	11.3 SSE; 163°	1747	578	43-41-44; 91-12-09
Madison, Traux	9.0 SW; 230°	1679	594	43-03-03; 89-29-15
Marinette, Oconto	5.6 NE; 39°	1158	574	44-56-40; 87-49-48
Milwaukee, General Mitchell	6.0 N; 350°	1261	661	43-02-15; 87-55-12
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
Superior, Duluth	4.5 SE; 134°	1828	584	46-47-22; 92-06-55
WYOMING				

LEGEND:

"B" denotes antenna structure on a building.
DISTANCE is given in nautical miles.
BEARINGS are true.
(MSL) Mean Sea Level.
(AGL) Above Ground Level.

VOR RECEIVER CHECK SIGNALS

✓ Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of + 4° be indicated through use of the ground check or + 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., -Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Asheville, N.C., -Asheville-Hendersonville
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
(Port Arthur)
Bellingham, Wash.
Big Spring, Texas
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI.
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande
Valley International
Burlington, Iowa
Butler, Missouri
Butte, Mont.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Chicago, Ill., Hammond
Coalinga, Calif., Coalinga
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Cut Bank, Mont.
Daggett, Calif., Daggett Int.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Denver, Colo.
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evansville, Ind., Dress Memorial
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Smith, Ark.
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mex.
Great Falls, Mont.
Greensboro, North Carolina
Hill City, Kansas
Hobart, Oklahoma.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Tex., Andrau
Houston, Tex., Ellington AFB
(Houston VOR)
Hutchinson, Kansas, Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Mich., Reynolds Field
La Junta, Colo.
Lamoni, Iowa, Lamoni
Las Vegas, N. Mex.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lufkin, Texas
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l
(Wold-Chamberlain)
Minot, N. Dak., Port O'Minot
Modesto, Calif., Modesto
Modesto, Calif., Stockton Fld.
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Missouri
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Peoria, Ill., Greater Peoria
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Pocatello, Idaho, Phillips
Pontiac, Ill.
Portland, Oregon, Portland Intn'l
Poughkeepsie, N.Y.- Dutchess Co.
Prescott, Ariz.
Presque Isle, Me., AFB
Pueblo, Colo., Pueblo Memorial
Raleigh, N.C., Raleigh-Durham
Red Bluff, Calif., Municipal
Rockford, Ill., Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mex.
Russell, Kansas
St. Louis, Mo., Lambert
Salina, Kansas
Salinas, Calif.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif. Lindbergh
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Thurman(Akron VOR) Colo.
Tucson, Arizona
Tyler, Texas, Pound Fld.(Quitman
VOR and Sulphur Springs VOR)
Ukiah, Calif.
Waco, Texas
West Palm Beach, Fla., Palm Beach
AFB
White Plains, N.Y., Westchester Co.
Wichita, Kansas, Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Winston-Salem, North Carolina
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

Out of Alphabetical Order
Sayre, Oklahoma, Sayre
Tampa, Fla., International
Topeka, Kans., Philip Billard
St. Joseph, Mo., -Rosecrans Memorial

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas-Alice Municipal
Allentown, Pa., Allentown-Bethlehem
Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
(Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Blythe, Calif., Site 21, LAX-PHX
Boston, Mass., Logan
Bowling Green, Ky., Bowling-Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbia, S. C., Municipal
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Dodge City, Kansas
Dothan, Ala., Dothan

Duluth, Minn.
Dyersburg, Tenn.
Eau Claire, Wisc.
Elmira, N.Y., Chemung County
Emporia, Kansas
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Myers, Fla., Page Field

Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Greenwood, Miss., Greenwood Mun.
Helena, Mont.
Hobbs, N. Mex.
Houston, Texas
Huron, S. Dak., Howes
Indianapolis, Ind., Weir Cook
Jackson, Miss., Hawkins Fld.
Jacksonville, Fla., Imeson
Jamestown, N. Dak., Municipal
Johnstown, Pennsylvania
Joliet, Ill.
Junction, Tex., Kimble County

Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisc.
LaFayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramie, Wyo., Brees Field
Laredo, Texas
Las Vegas, Nev., McCarran Fld.
Las Vegas, New Mexico
Lawton, Okla., VOR
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Los Angeles, California
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marfa, Texas, Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Milwaukee, Wisc.
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, West Virginia
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
New Bern, N. C.
New Orleans, La., Moisant
North Platte, Nebr., Lee Bird
Oklahoma City, Oklahoma
Olympia, Wash.
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Peoria, Ill., Greater Peoria
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Pittsburgh, Pa., Allegheny Co.
Ponca City, Oklahoma
Pontiac, Ill.
Quincy, Ill., Baldwin Quincy
Red Bank, N. J.

Redmond, Ore., Roberts
Reno, Nevada
Rochester, Minn. Lobb
Rochester, N.Y., Monroe Co.
Rock Springs, Wyo.
Rocky Mount, North Carolina
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International

Santa Barbara, California
Santa Fe, N. Mex. (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph County
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Missouri
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Texarkana, Arkansas
Thermal, California
Topeka, Kansas , Philip Billard
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaf
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C., Washington National
Waterloo, Iowa
Watertown, S. Dak.
Wausau, Wisc., Alexander
West Lafayette, Ind., Purdue
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas., Sheppard AFB
(Lawton VOR)
Wilmington, N. C.
Wink, Texas, 18 ELP-FTW
Youngstown, Ohio

Out of Alphabetical Order
Fillmore, California
Key West, Fla., Boca Chica
Key West, Fla., Key West Intn'l
San Francisco, Calif., San Francisco
Terre Haute, Ind., Hulman

(20 Mar 1956)

LOW FREQUENCY RANGE PROCEDURES (DISTANCES ARE IN STATUTE MILES.)

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ., IDENT., PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALBANY, N. Y. Albany Arpt. 288 6BRAZ-DTV ALB Procedure Number 1 Amendment Number 4 Effect. date: 21 April 1956 Supersedes Amdt. 5 dtd 1 April 1954. Major Changes: Caution note revised. Revised format for minimums. Air Carrier notes revised.	Saratoga Springs FM	208 24.0	1800	W side N crs. 028 - outbnd 208 - inbnd 1800 within 10 mi.	1100	195 2.8	2 Engine or less T-dn	300-1	300-1	Within 2.8 miles...climb to 1000' on S crs. Make right climbing turn and proceed out W course climbing to 3000' or (when directed by ATC) climb to 5000' on S crs. CAUTION: #Standard obstruction clearance not provided over 469' radio towers two and one half miles NNW of airport. AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.
	Round Lake FM (Final)	208 10.0	1100				C-dn	500-1	600-1	
	Grafton FM	293 19.0	3000				S-dn 19	#400-1	#400-1	
	Coxsackie FM	015 29.0	2200				A-dn	800-2	800-2	
	Delmar FM	015 9.0	1800				More than 2 Engine T-dn		200-0.5	
	Schenectady FM	113 9.0	1800				C-dn		600-1.5	
							S-dn 19		#400-1	
							A-dn		800-2	
Procedure Number 2 (Using Delmar FM) Amendment Number 4 Effect. date: 21 April 1956 Supersedes Amdt. 3 dtd 1 April 1954. Major Changes: Revised format for minimums. Air Carrier notes revised.	Saratoga Springs FM	208 24.0	1800	E side S crs. 195 - outbnd 015 - inbnd 2200' within 10 mi. of Delmar FM.	1700(over Delmar FM)	015 (from Delmar FM)5.4	2 Engine or less T-dn	300-1	300-1	Within 5.4 miles after passing Delmar FM...climb to 3000' on N crs. within 25 miles or (when directed by ATC0 climb to 3000' on W crs Albany LFR within 25 miles. Distance for final approach from Coxsackie FM exceeds standard. AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.
	Grafton FM	293 19.0	3000				C-dn	500-1	600-1	
	Coxsackie FM (Final)	015 20.0	1700				S-dn1	500-1	500-1	
	(To Delmar FM)						A-dn	800-2	800-2	
	Schenectady FM	113 9.0	1800				More than 2 Engine T-dn		200-0.5	
							C-dn		600-1.5	
							S-dn1		500-1	
							A-dn		800-2	
DES MOINES, IOWA Des Moines Arpt. 957 6BRAZ-VDT-DSM Procedure Number 1 Effect. date: 21 April 1956 Amendment Number 12 Supersedes No. 11 dated 1 July 1954. Major Changes: 1. Minor corrections courses & distances to agree with C&G- Cols 3, 5, 7. 2. Col. 6 restricted to 10 mi. (criteria). 3. New format on minimums. 4. Col. 11 tower height revised. 5. Final approach added from DSM VOR.	Martensdale FM	006 10.0	Final 1600	E side S crs. 186 - outbnd 006 - inbnd 2100 within 10 mi.	1600	337 2.2	2 Engine or less *T-dn	300-1	300-1	Within 2.2 miles...immediately turn left climb to 2600' on W crs, or when directed by ATC immediately turn left, climb to 2600' on 310 ADF track from DSM LFR. CAUTION: 1546' MSL TV tower located 3.2 miles NNE of airport. *When TV tower not visible on N, NW, E and NE takeoffs, climb to 2100' MSL prior to turning toward tower.
	Des Moines VOR	354 4.2	2100				C-dn	400-1	500-1	
	Des Moines VOR	354 4.2	Final 1600				S-dn 35 or 31	400-1	400-1	
							A-dn	800-2	800-2	
							More than 2 Engine T-dn		200-0.5	
							C-dn		500-1.5	
							S-dn 35 or 31		400-1	
							A-dn		800-2	
LAS VEGAS, NEVADA McCarran Arpt. 2171 6BMRAZ DTV LAS Procedure Number 2 Comb. LFR/VOR Amendment Number 4 Effect: 21 April 1956 Supersedes Amdt. No. 3 dated 7 December 1955. Major Changes: Add alternate missed approach.	Goodsprings HW	023 33.0	7500	E side NE crs. 028 - outbnd 208 - inbnd 5100 within 10 mi.	4600 LFR 3200 VOR	See Note*	2 Engine or less T-dn	800-2	800-2	Within 0.0 miles...after passing Las Vegas VOR turn left, climb to 6000' on outbnd track of 070° within 15 miles of VOR. ALTERNATE MISSED APPROACH: When directed by ATC climb to 6100' on radial 211° within 10 miles of VOR. All turns South of track. *After passing LAS LFR turn right to 225° then intercept and fly on a course of 180° to the LAS VOR. CAUTION: 4100' terrain 4 miles SE LFR.
	Intersection SW crs. LAS LFR and LAS VOR rad. 270°	023 11.0	5100				C-dn	1000-1	1000-1	
	Las Vegas VOR	012 10.0	5100				A-dn	1000-2	1000-2	
	Kids Intersection	292 13.0	5100				More than 2 Engine T-dn		800-2	
							C-dn		1000-1.5	
							A-dn		1000-2	
LOS ANGELES, CALIF. International Arpt. 125 6BRAZ-DTXV LAX Procedure Number 1 Amendment Number 8 Effect: 28 March 1956. Supersedes Amendment Number 7, dated 12 February 1955. Major Changes: Add note on radar vectoring; Add "Final" to Downey transition; Correct "More than 2-engine" T. O. minimums.	Hollywood Hills FM	143 13.0	3000	S side E crs. 078 - outbnd 258 - inbnd 2000 within 10 mi. (E of Downey RBN NA.) Procedure turn S for better terrain.	#1000	245 3.9	2 Engine or less T-dn	300-1	300-1	Within 3.9 miles...climb to 2000' on West course within 25 miles. *300-1 required for take-off Runway 16. #Maintain 1500' until over LAX LOM inbound.
	Downey FM/RBN (Final)	254 11.0	1500				C-dn	400-1	600-1	
	Los Angeles LOM (Final)	254 2.0	1000				S-dn 25 L/R	400-1	400-1	
	San Pedro Intsxn.	340 23.0	3000				A-dn	800-2	800-2	
	Radar vectoring to final approach course authorized.						More than 2 Engine T-dn		*200-0.5	
							C-dn		600-1.5	
							S-dn		400-1	
							25 L/R A-dn		800-2	
LOUISVILLE, KY. Bowman Field 549 6BMRLZ-DTXV LOU Procedure Number 1 Amendment Number 4 Effect. date: 28 April 1956 Supersedes Amdt. 3 dated 22 January 1951. Major Change: Procedure turn altitude revised.	Eastwood FM (Final)	266 9.0	1500	S side E crs. 086 - outbnd 266 - inbnd 2400 within 10 mi.	1500	273 1.7	2 Engine or less T-dn	300-1	300-1	Within 1.7 miles...climb to 2100' on W crs. Louisville LFR or (when directed by ATC), make an immediate right climbing turn to 2100' on N crs. Louisville LFR within 10 mi.
							C-d	400-1	600-1	
							C-n	400-1.5	600-1.5	
							A-dn	800-2	800-2	
							More than 2 Engine T-dn		300-1	
							C-dn		600-1.5	
							A-dn		800-2	
SALT FLAT, TEXAS CAA Intermediate Arpt. 6721 BMRLZ-DTV SFL Procedure Number 1 Amendment Number 4 Effect: 28 April 1956. Supersedes Amendment Number 3 dated 17 July 1954. Major Changes: New format. Lower transition altitude from VOR.	Salt Flat VOR	333 2.7 n	4800	W side of N crs. 342 - outbnd 162 - inbnd 4900 within 10 n mi. (Beyond 10 n mi. NA)	4300	162 2.3 n	2 Engine or less T-d	300-1	NA	Within 2.3 n mi. turn right climb to 7700' on W crs. within 20 n miles. This procedure not approved for ADF approach. CAUTION: Terrain 4030' MSL approximately 2.5 mi. WSW of airport.
							T-n	300-2	NA	
							C-d	500-1	NA	
							C-n	500-2	NA	
							S-d	400-1	NA	
							S-n 16	400-2	NA	
							A-dn	800-2	NA	
							More than 2 Engine ALL	NA	NA	

(20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES (DISTANCES ARE IN STATUTE MILES)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SEATTLE, WASH. Seattle-Tacoma Intn'l Arpt. 424 SBRAZ VDTXP SEA Procedure Number 1 Amendment Number 14 Effect. 21 April 1956. Supersedes Amdt. No. 13 dated 23 April 1955. Major Changes: Add transition NEJ to Harbor Island FM; add radar note; delete restriction note for procedure turn.	Monroe Int.	186 26.0	3000	W side NW crs. 297 - outbnd 117 - inbnd 2000 within 10 mi.	1200	194 4.0	2 Engine or less			Within 4.0 miles...climb to 2000' on S crs Seattle LFR within 15 miles.
	Hobart FM	269 15.0	4000				T-dn	300-1	300-1	
	NEJ LFR to Harbor Island FM	171 14.0	2000				C-dn	500-1	500-1	
	Harbor Island FM (Final)	117 8.0	1200				A-dn	800-2	800-2	
	McChord LFR to Seattle LOM	356 24.0	2000				More than 2 Engine			
	Seattle LOM	354 9.0	2000				T-dn		200-0.5	
	All fixes within 30 nautical miles of Seattle GCA station may be determined by surveillance radar.						C-dn		500-1.5	
							A-dn		800-2	
Procedure Number 2 Harbor Island FM Approach Amendment Number 1, Effect: 21 April 1956. Supersedes Original dated 8 January 1955. Major Changes: Delete Kitsap Intsxn and Seattle LFR column #2; add 5 transitions in column #2; change procedure turn restriction to 15 mi.; change missed approach to 15 miles; add radar note; delete superfluous note regarding visibility.	NEJ - LFR to Harbor Island FM	171 14.0	2000	W side of NW crs. 297 - outbnd 117 - inbnd 2000 within 15 mi. of Harbor Island FM. (NA beyond 15 miles.)	Harbor Island FM 1500	143 9.0	2 Engine or less			Within 0.0 miles...after passing Harbor Island FM turn right climb to 2000' on NW course SEA-LFR within 15 miles of Harbor Island FM.
	SEA-VOR to Harbor Island FM	324 10.0	2000				T-dn	300-1	300-1	
	SEA-LOM to Harbor Island FM	328 15.0	2000				C-dn	1100-3	1100-3	
	Radar fix 5 miles NW of Harbor Island FM on NW crs. SEA LFR to Harbor Island FM (Final)	117 5.0	1500				A-dn	1100-3	1100-3	
	Hobart FM to SEA LFR	269 15.0	4000				More than 2 Engine			
	All fixes within 30 nautical miles of Seattle GCA station may be determined by surveillance radar.						T-dn		200-0.5	
							C-dn		1100-3	
							A-dn		1100-3	
Procedure Number 3 Comb. LFR/VOR Amendment Number 1 Effect: 21 April 1956. Supersedes Original dated 12 March 1955. Major Changes: Column #2 add 4 transitions; add radar note; revise missed approach; add caution note; column #6 change intsxn to 340° radial; column #7 change course to 160°.	Hobart FM to SEA -LFR	269 15.0	4000	W side NW crs. SEA-LFR 297 - outbnd 117 - inbnd 2000 within 15 mi. of Harbor Island FM. (Beyond 15 mi. NA).	(Over SEA-VOR) 800	(From intsxn NW crs. SEA-LFR & SEA 340° radial) 160 4.9	2 Engine or less			Within 0.0 miles...after passing SEA-VOR climb to 2000' on 175° rad SEA-VOR within 13 miles; Alternate Missed Approach: When requested by ATC turn right climb to 2000' on 225° radial SEA-VOR within 25 mi. CAUTION: Tank 561' MSL located immediately NE of airport.
	SEA -LOM to LFR	354 9.0	2000				T-dn	300-1	300-1	
	SEA-VOR to LFR	013 4.5	2000				C-dn	500-1	500-1	
	Vashon Intsxn to LFR	045 11.0	2000				S-dn	400-1	400-1	
	SEA-VOR to Harbor Island FM	324 10.0	2000				Rnwy 16 A-dn	800-2	800-2	
	SEA-LOM to Harbor Island FM	328 15.0	2000				More than 2 Engine			
	NEJ-LFR to Harbor Island FM	171 14.0	2000				T-dn		200-0.5	
	Radar fix 5 miles NW of Harbor Island FM on NW course SEA-LFR to Harbor Island FM (Final)	117 5.0	1500				C-dn		500-1.5	
	Harbor Island FM to Intsxn NW crs. SEA-LFR and SEA 340° radial (Final)	117 4.5	1200				S-dn		400-1	
	All fixes within 30 nautical miles of Seattle GCA station may be determined by surveillance radar.						Rnwy 16 A-dn		800-2	

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES (DISTANCES ARE IN NAUTICAL MILES)

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a PAR approach or, for more than 30 seconds during an ASR approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing, minimums; or (D) if landing is not accomplished.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	RUNWAY NO.	CONDITION	CEILING AND VISIBILITY MINIMUMS: PRECISION APPROACH (PAR): TWO ENG. OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG. OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG.: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG.: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
DENVER, COLORADO Stapleton Airfield 5331 Original Effective: 21 April 1956.	All bearings are from the radar with sector azimuths progressing clockwise. Within 5 miles: 330 090 6600; 090 170 6600; 170 330 6600. Within 10 miles: 330 090 7000; 090 170 7000; 170 330 7000. Within 15 miles: 330 090 7000; 090 170 7000; 170 330 8000. Within 20 miles: 330 090 7000; 090 170 8000; 170 330 9500. Within 25 miles: 330 090 7000; 090 170 8000; 170 330 12500	All Runways 3, 8R, 21, 35	T-dn A-dn C-dn S-dn				300-1 800-2 500-1	300-1 800-2 500-1	200-0.5 800-2 500-1.5	Runways 21, 17, 12 (right turn runway 12) climb to 8900' on South leg DEN LFR within 25 miles. Alternate Missed Approach: When directed by ARTC (1) climb to 6600' on E leg DEN LFR within 25 miles (2) climb to 8900' on 172° radial DEN VOR within 25 miles.
		26L, 30	C-dn S-dn				600-1	600-1	600-1.5	
		12, 17	C-dn S-dn				400-1	500-1	500-1.5	Runways 30, 35, 3, 8R(left turn runway 3, 8) climb to 6300' on North leg DEN LFR within 25 miles. Alternate Missed Approach: When directed by ARTC (1)climb to 6600' on E leg DEN LFR within 25 miles. (2) proceed direct to DEN VOR holding pattern climbing to 7000'. Runway 26L turn right climb to 6300' on N leg DEN LFR within 25 miles. Alternate Missed Approach: When directed by ARTC (1) turn right climb to 6600' on E leg DEN LFR within 25 miles (2) turn right proceed direct to DEN VOR holding pattern climbing to 7000'.

(20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (VOR) PROCEDURES (DISTANCES ARE IN STATUTE MILES)

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.), ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
DES MOINES, IOWA Des Moines Arpt. 957 BVOR - DSM Procedure Number 1 Effect. date: 21 April 1956. Amendment No. 10, Supersedes No. 9 dated 20 June 1954. Major Changes: 1. Col. 6 distance revised to 10 mi. (criteria). 2. New format on minimums. 3. Col. 11 tower height revised.	Des Moines LFR Martensdale FM (Final)	173 4.2 009 5.0	2100 1600	E side of crs. 168 - outbnd 348 - inbnd 2100 within 10 mi.	1600	348 6.2	2 Engine or less T-dn C-dn S-dn 35 A-dn More than 2 Engine T-dn C-dn S-dn 35 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 6.2 miles...immediately turn left, climb to 2600' on outbnd crs. of 310° within 25 miles or when directed by ATC, make immediate left turn, climb to 2600' on outbnd crs. of 253° within 25 miles. CAUTION: 1546' MSL TV Tower located 3.2 miles NNE. When TV tower not visible on take-offs on N, NW, E & NE, climb to 2100' prior to turning toward TV tower.
LAS VEGAS, NEVADA McCarran Arpt. 2171 BVOR LAS Procedure Number 1 Amendment Number 6 Effect. 21 April 1956 Supersedes Amdt. No. 5 dated 7 December 1955. Major Changes: Alternate missed approach added.	Goodsprings HW Las Vegas LFR Las Vegas LFR (Final) Kids Intsxn. Erie Intsxn.	027 23.0 192 10.0 192 10.0 250 15.0 321 17.0	7500 5100 *3200 5100 6100	E side crs. 012 - outbnd 192 - inbnd 5100 within 15 mi. (Within 5 mi. LAS LFR) (Beyond 15 mi. NA.)	3200*	At airport	2 Engine or less T-dn C-dn* A-dn * More than 2 Engine T-dn C-dn* A-dn*	800-2 1000-1 1000-2	800-2 1000-1 1000-2 800-2 1000-1.5 1000-2	Within 0.0 miles...turn left climb to 6000' on radial 070° within 15 miles of VOR. Alternate Missed Approach: When directed by ATC, climb to 6100' on radial 211° within 10 miles. All turns South of course. NOTE: *Descent below 4600' to 3200' MSL and 1000' ceiling minimums authorized only if position over LFR or Z marker positively determined inbound on final approach. CAUTION: 4100' terrain 4 miles SE LFR.
OGDEN, UTAH Municipal Arpt. 4455 BVOR-DTV OGD Procedure Number 1 Amendment Number 4 Effect. 21 April 1956 Supersedes Amendment No. 3 dated 12 February 1955. Major Changes: Delete note regarding descent on final; change altitude over VOR on final.	Huntsville FM Ogden LFR Corinne FM/HW (Final)	244 20.0 246 1.0 148 23.0	11000 11000 5300	W side of crs. 328 - outbnd 148 - inbnd 7500 within 10 mi.	5300	098 4.3	All Aircraft T-dn C-d C-n A-d A-n	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	Within 0.0 miles...climb to 9000' on outbnd track of 259° within 25 miles of OGD VOR. SHUTTLE: To 10,000' on 328° outbnd, 148° inbnd within 20 miles. All turns West. NOTES: Sliding scales NA except landings are authorized down to one mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.
PHOENIX, ARIZONA Sky Harbor Arpt. 1124 BVOR DTV PHX Procedure Number 1 Amendment Number 4 Effect: 28 April 1956 Supersedes Amendment No. 3, dated 4 June 1955. Major Changes: Add new transitions; Restrict descent on final account terrain between VOR and LFR (1554'); Delete shuttle. Show distances in nautical miles.	Cave Creek Intsxn. Perryville FM Phoenix LFR Thunderbird Intsxn-PHX 350, HYM 065 McDowell Intsxn-PHX 015, HYM 065 Ocotillo Intsxn - PHX 146, HYM 090	145 23.0 n 077 29.0 n 081 4.3 n 170 10.5 n 195 13.0 n 326 14.8 n	5000 2600 2600 4000 5000 4000	S side crs. 076 - outbnd 256 - inbnd 2600 within 10 n mi# 4100 within 15 n mi. (Beyond 15 n mi. NA) #CAUTION: 2970' obstruction 4 n miles N of crs., 13 n mi. E of VOR.	2100*	256 5.5 n	2 Engine or less T-dn C-dn S-dn Rnwy 26L A-dn More than 2 Engine T-dn C-dn S-dn Rnwy 26L A-dn	300-1 700-1 700-1 800-2 200-0.5 700-1.5 700-1 800-2	300-1 700-1 700-1 800-2 200-0.5 700-1.5 700-1 800-2	Within 5.5 miles...climb to 5000' on 258° outbnd within 20 nautical miles of VOR. CAUTION: Hills and Tower 2830' 6 nautical miles S of airport. *Descent below 1900' not authorized until abeam PHX LFR, inbound.
SALT FLAT, TEXAS CAA Intermediate Arpt. 3727 BVOR-SFL Procedure Number 1 Amendment Number 4 Effect: 28 April 1956 Supersedes Amendment 3, dated 17 July 1954. Major Changes: New format. Lower transition altitude from LFR.	Salt Flat LFR	153 2.7 n	4800	W side of crs. 340 - outbnd 160 - inbnd 4900 within 10 n mi. (Beyond 10 n mi. NA)	4300	On airport	2 Engine or less T-d T-n C-d C-n A-dn More than 2 Engine ALL	300-1 300-2 600-1 600-2 800-2 NA	NA NA NA NA NA NA	Within 0.0 miles turn right climb to 7700' on radial 261° within 20 nautical miles CAUTION: Terrain 4030' MSL approximately 2.5 mi. WSW of airport.

INSTRUMENT LANDING SYSTEM PROCEDURES (DISTANCES ARE IN STATUTE MILES)

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.), ALTITUDES, LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ALBANY, N. Y. Albany Arpt. 288 ILS ALB LOM AL Comb. ILS/ADF Procedure Number 1 Amendment Number 2 Effect. date: 21 April 1956. Supersedes Amdt. No. 1 dated 1 April 1954. Major Changes: Adds transition from Saratoga Springs FM. Adds ADF transition from Round Lake FM. Air Carrier Notes revised.	Albany LFR Schenectady FM Saratoga Springs FM Round Lake FM (Final) Round Lake FM (Final) Albany VOR	LOM LOM LOM LOM LOM LOM	002 1.5 103 9.0 212 22.0 212 8.0 212 8.0 011 5.0	1800 1800 1800 1600 (ILS) 1100 (ILS) 1800	W side N crs. 011 - outbnd 191 - inbnd 1800 within 10 mi.	ILS 1600 ADF 1100 over LOM	1536 4.4	492 0.7	2 Engine or less T-dn C-dn S-dn 19 ILS# ADF More than 2 Engine T-dn C-dn S-dn 19 ILS# ADF All Aircraft A-dn ILS ADF	300-1 500-1 300-0.75 500-1	300-1 600-1 300-0.75 500-1 200-0.5 600-1.5 300-0.75 500-1 600-2 800-2	4.4 miles after passing LOM(ADF) ..climb to 1000' on S crs. ILS, make a right climbing turn and proceed out W crs. Albany LFR at 3000'. Alternate missed approach when requested by ATC: Climb to 5000' on S crs. ILS. #400-0.75 required when glide slope is inoperative. AIR CARRIER NOTES: 300-1 required for all take-offs on Runways 10, 28, 15 and 33. (20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
CHICAGO, ILL. Midway Arpt. 618 ILS ICHI LOM CH & VOICE Comb. ILS/ADF Procedure Number 1 Effect. date: 21 April 1956. Amendment No. 12, Supersedes No. 11 dated 25 February 1956. Major Changes: 1. Col. 6 outbnd crs. corrected. 2. Note added col. 13 regarding ILS transitions.	Big Run Intsxn	LOM	028 14.0	2300	W side of crs. 312 - outbnd 132 - inbnd 2300 within 10 mi.	ILS 2300 ADF 1800	2255 5.8	868 0.8	2 Engine or less			Within 5.8 miles climb to 2000' or higher altitude specified by ATC on back course ILS proceed to Gary intsxn or if directed by ATC: 1. Make right turn climb to 2000', proceed to Momence intsxn via N & S courses Harvey LFR range. *400-1 required with glide slope inoperative. #Transition to be used with ILS only.
	#API VOR to Elmhurst Intsxn.		040 14.0	2300					T-dn	300-1	300-1	
	API VOR to NW crs.	ILS	051 14.0	2300					C-d	400-1	500-1	
	Downers Grove Intsxn.	LOM	067 10.0	2300					C-n	400-1.5	500-1.5	
	API VOR	LOM	067 15.0	2300					S-dn			
	Intsxn. NW crs. ILS & 051 radial API (Final)	LOM	132 4.0	2300					13R			
	#Elmhurst Intsxn (Final)	LOM	132 7.0	2300					ILS *	300-0.75	300-0.75	
	Intsxn 017 radial API & NW crs. ILS (Final)	G. S. Intsxn.	132 13.0	2300					ADF	400-1	400-1	
	Roselle Intsxn (Final)	G. S. Intsxn.	132 15.0	2500					A-dn			
	Wilson Intsxn to NW crs. ILS		180 7.0	2300					ILS	600-2	600-2	
	Lake Forest Intsxn via 017 radial API	NW crs. ILS	197 20.0	3000					ADF	800-2	800-2	
	Lake Short Intsxn.	LOM	260 13.0	2500					More than 2 Engine			
	CHI LFR to NW crs.	ILS	290 2.0	2300					T-dn		200-0.5	
	CGT VOR to Kedzie	RBN	335 17.0	2000					C-dn		500-1.5	
	Radar Vectors 60° clockwise to 185°		Within 20 n mi.	2000					S-dn			
	Ditto, 185° clockwise to 060°		Within 20 n mi.	2500					13R			
									ILS*		200-0.75	
									ADF		400-1	
									A-dn			
									ILS		600-2	
									ADF		800-2	
DES MOINES, IOWA Des Moines Arpt. 957 ILS-DSM LOM-DS Procedure Number 1 Comb. ILS/ADF Effect. date: 21 April 1956. Amendment Number 1, Supersedes Original dtd. 12 February 1954. Major Changes: 1. Transitions & altitudes revised Cols. 5, 6, 7. 2. Cols 8 & 9 revised. 3. New format on minimums. 4. Col. 13 revised. 5. ILS crs. revised Cols. 4, 6, 13.	Des Moines LFR	LOM	102 3.5	2400	E side of crs. 125 - outbnd 305 - inbnd 2400 within 10 mi.	ILS 2400 ADF 2400	2371 4.7	1183 0.6	2 Engine or less			Within 4.7 miles climb to 2600' on NW crs. ILS or on outbnd crs. of 305° from LOM within 25 miles, or when directed by ATC make left climbing turn climb to 2600' on W crs. of DSM-LFR within 25 miles. CAUTION: 1546' MSL tower 3.2 miles NNE of airport. *When tower 1546' not visible on N, NW, E & NE take-offs, climb to 2100' prior to turning toward tower. #400-1 required when glide path inoperative.
	Des Moines VOR	LOM	041 4.6	2400					T-dn*	300-1	300-1	
	Martensdale FM	LOM	027 9.8	2400					C-dn	400-1	500-1	
	Int. N crs. DSM-LFR & SE crs. ILS	LOM	125 4.0	2400					S-dn31			
	Int. 079 rad. DSM VOR & SE crs. ILS	LOM	305 4.0	Final 2400					#ILS	300-0.75	300-0.75	
	Int. 001 rad. DSM VOR & SE crs. ILS	LOM	125 3.5	2400					ADF	400-1	400-1	
	Int. 064 rad. DSM VOR & SE crs. ILS	LOM	305 2.0	Final 2400					A-dn			
	Int. 032 rad. DSM VOR & SE crs. ILS	LOM	125 0.8	2400					ILS	600-2	600-2	
									ADF	800-2	800-2	
Procedure Number 2 ILS-DSM Comb. ILS/VOR-Back Crs. Approach. Effect date: 21 April 1956. Amdt. No. 1, Supersedes Original dated 10 Dec. 54. Major Changes: 1. Courses & distances revised to C&G. 2. Twr height corrected Col. 13. 3. Col. 6 revised to 10 miles (criteria).	Des Moines VOR	#Clive Int.	333 9.8	2500	W side of NW crs. 305 - outbnd 125 - inbnd 2000 within 10 mi. of #Clive Int.	No glide path	No outer marker 1500 over #Clive Int. 2.4 mi.	No middle marker	2 Engine or less			Within 2.4 miles after passing # Clive Int. climb to 2300' on ILS SE crs. or when directed by ATC: 1. Climb to 2300' on S crs. DSM-LFR to Martensdale FM. CAUTION 1546' MSL Tower 3.2 miles NNE of airport. *When tower not visible on N, NW, E and NE take-offs climb to 2100' prior to turning toward tower. Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously. #Clive Int - Int 333 rad. DSM-VOR and ILS NW course.
	ILS-LOM	#Clive Int.	305 8.5	2500					*T-dn	300-1	300-1	
									C-dn	400-1	500-1	
									S-dn12	400-1	400-1	
									A-dn	800-2	800-2	
									More than 2 Engine			
									*T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn12		400-1	
									A-dn		800-2	
FARGO, N. DAKOTA Hector Arpt. 900 ILS - FAR LOM-FA Procedure Number 1 Comb. ILS/ADF Effect. date: 21 April 1956. Amendment No. 9, Supersedes No. 8 dated 10 March 1956. Major Changes: 1. Note added regarding glide slope inoperative.	Fargo VOR	LOM	351 0.5	2300	W side of crs. 171 outbnd 351 - inbnd 2300 within 10 mi.	ILS 2100 ADF 1800	2070 4.5	1112 0.7	2 Engine or less			Within 4.5 miles after passing LOM(ADF) climb on N crs. Fargo LFR to 2300' within 10 miles or when directed by ATC: 1. Make left climbing turn, climb to 2800' on W crs. Fargo LFR within 10 miles. 2. Make left climbing turn to intercept 278 radial FAR-VOR, climb to 2800' on 278 radial within 10 miles of FAR-VOR. CAUTION: Radio Tower 1075' MSL 1.2 miles SSE of airport. NOTE: 500-1 required when glide slope inoperative.
	Fargo LFR	LOM	188 5.0	2300					T-dn	300-1	300-1	
	West Fargo FM	LOM	132 7.0	2300					C-d	500-1	500-1	
	Barnesville FM	LOM	295 22.0	2300					C-n	500-1.5	500-1.5	
	Int. E crs. FAR-LFR & 233 bearing to LOM	LOM	233 11.0	2300					S-dn35			
									*ILS	300-0.75	300-0.75	
									ADF35			
									D	500-1	500-1	
									N	500-1.5	500-1.5	
									A-dn			
									ILS	600-2	600-2	
									ADF	800-2	800-2	
									More than 2 Engine			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn35			
									*ILS		300-0.75	
									ADF		500-1.5	
									A-dn			
									ILS		600-2	
									ADF		800-2	

(20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
FT. SMITH, ARK. Municipal Arpt. 460 ILS-IFSM LOM-FS Comb. ILS/ADF Procedure Number 1 Amendment Number 3 Effect: Recommissioning of facility approx. 21 March 1956 Supersedes Amdt. 2 dated 19 February 1955 Major Changes: ILS recommissioned. Air carrier notes revised. Caution note added.	Ft. Smith VOR	OM	192 3.0	1600	N side of crs. 073 - outbnd 253 - inbnd 1800 within 10 mi. (Beyond 10 mi. NA).	ILS 1600 ADF 1100 over LOM	1530 3.7	702 0.7	2 Engine or less T-dn C-d C-n S-25 ILS D-n# ADF D-n	300-1 600-1 600-2 300-0.75 500-1	300-1 600-1 600-2 300-0.75 600-1	Climb to 1800' on rad. 235 within 15 miles 3.7 mi. after passing LOM(ADF)...climb to 1800' on crs. of 253 within 15 miles. NO APPROACH LIGHTS. #500-0.75 when G.S. not utilized. ## All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply. CAUTION: Water tower 611' one mile W of W end of Runway 7. AIR CARRIER NOTES: 300-1 required for T. O. Runways 1-13. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in T.O. or landing minima authorized for cargo and ferry flights.
	Int. E crs. ILS & 108 bearing from Ft. Smith "H"	LOM	253 12.0	1600					More than 2 Engine T-dn C-d C-n S-25 ILS D-n# ADF D-n	200-0.5	300-0.5 600-1.5 600-2 300-0.75 500-1	
	Int. E crs. ILS & radial 090 FSM VOR Int. E crs. ILS 163 bearing from Ft. Smith "H"	OM	253 11.0	1600					All Aircraft A-dn ILS## ADF	600-2 800-2	600-2 800-2	
		LOM	073 4.5	1600								
	Ft. Smith "H"	LOM	142 13.0	2000								
LOS ANGELES, CALIF. International Arpt, 125 ILS LAX LOM LA Comb. ILS/ADF Procedure Number 1 Amendment Number 13 Effect: 28 March 1956 Supersedes Amendment No. 12 dated 29 October 1955. Major Changes: Clarify "Final" approach from Downey; Add radar vectoring and transitions from LGB LFR & VOR to Downey; Standardize ILS & ADF altitude over LOM.	LAX LFR	LOM	074 2.0	2000	S side E crs. 068 - outbnd 248 - inbnd 2000 within 10 mi. (E of Downey RBN NA.)	ILS 1700 ADF 1700 # over LOM	1700 6.0	310 0.6	2 Engine or less T-dn C-dn S-dn 25L ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 600-2 800-2	Within 6.0 miles...after passing LOM climb to 2000' on West course LAX LFR within 25 miles. *Aircraft must descend from 3000' immediately after passing Downey inbound. **300-1 required for take-off runway 16. #ADF Approach cross LAX LFR inbound at minimum of 1000' MSL.
	Downey FM/RBN(Final)	LOM	253 9.0	1700*					More than 2 Engine T-dn C-dn S-dn 25L ILS ADF A-dn ILS ADF		**200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	
	LGB LFR	Downey FM/RBN	338 13.0	3000								
	LGB VOR	Downey FM/RBN	328 13.0	3000								
	LGB LFR	LOM	304 16.0	1700								
	LGB VOR	LOM	297 17.0	1700								
	Hollywood Hills FM	LOM	135 14.0	3000								
	LAX VOR	LOM	068 9.0	2000								
	Radar vectoring to final approach course authorized.											
Procedure Number 2 Amendment Number 4 LAX RADAR (ASR) Effect: 28 March 1956. Supersedes Amendment No. 3 dated 30 April 1955 Major Changes: Clarify "Final" approach from West; Add radar vectoring.	Intersection W crs. ILS and SE crs. CAV LFR	7 n mi. rad. fix (final)	068 8.0 n	2000	S side W crs. 248 - outbnd 068 - inbnd 2000 7 n mi from end of runway as specified by LAX Radar.	Alt. at 5 n mi. 1650	Alt. at 3 n mi. 1050	Alt. over Del Ray FM 1.5 n mi. 550	2 Engine or less T-dn C-dn S-dn 7 R A-dn	300-1 400-1 400-1 800-2	300-1 600-1 400-1 800-2	Climb to 2000' on E crs. LAX LFR between LFR and Downey RBN. *300-1 required for take-off runway 16. Airport surveillance radar must be operating for this procedure.
	Los Angeles LFR	LMM	244 3.0 n	2000					More than 2 Engine T-dn C-dn S-dn 7 R A-dn		*200-0.5 600-1.5 400-1 800-2	
LOUISVILLE, KY. Standiford Field 497 ILS SDF LOM SD Comb. ILS/ADF Procedure Number 1 Amendment Number 13 Effect, date: 21 April 1956. Supersedes Amdt. 12 dated 7 May 1955. Major Changes: Transition added.	Louisville LFR	LOM	215 12.0	2100	W side S crs. 190 - outbnd 010 - inbnd 2100 within 7 mi. (NA beyond 7 mi. to avoid Godman Danger Area.)	ILS 2100 ADF 1600 over LOM	2080 6.2	690 0.7	2 Engine or less T-dn C-dn S-dn 01 ILS* ADF A-dn ILS ADF	300-1 500-1 200-0.5 500-1 600-2 800-2	300-1 500-1 200-0.5 500-1 600-2 800-2	6.2 miles after passing LOM(ADF) ...make a left climbing turn to 2100' as soon as practical. Proceed out west course Louisville LFR, or, (when directed by ATC) make climbing right turn as soon as practical and proceed to Louisville LFR. CAUTION: Obstruction 1060' 4 miles North of Standiford Field. *400-0.75 required with glide slope inoperative.
	Louisville VOR	LOM	262 10.0	2100					More than 2 Engine T-dn C-dn S-dn 01 ILS* ADF A-dn ILS ADF		200-0.5 600-1.5 200-0.5 500-1 600-2 800-2	
	Eastwood FM	LOM	237 19.0	2100								
	Shepherdsville FM	LOM	311 11.0	2100								
	Int. W course Louisville LFR & 144 course to LOM or LOU radial 295	LOM	144 11.0	2100								
	Bardstown Int.	LOM	324 25.0	2100								
	Bourbon Int.	LOM	333 17.0	2100								
	Elizabeth Int.	LOM	090 16.0	2100								

(20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES (DISTANCES ARE IN STATUTE MILES)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: (-) SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
OMAHA, NEBR. Omaha Arpt. 982 ILS-OMA LOM-OM Procedure Number 1 Effect. date: 21 April 1956. Amendment No 6, Supersedes No. 5 dated 28 January 1956. Major Changes: 1. Cols 5 and 6 altitudes raised due to 1491' MSL tower 6.7 miles West of LFR. 2. Cols 8 & 9 revised.	Omaha VOR	SE crs. ILS	299 4.0	2700	W side NW crs. 315 - outbnd 135 - inbnd 2500 within 10 mi.	ILS 2300 4.6 ADF 1900	2300 4.6	1220 0.7*	2 Engine or less T-dn C-d C-n S-dn 14L **ILS ADF D N A-dn ILS ADF More than 2 Engine **T-dn C-d C-n S-dn 14L **ILS ADF D N A-dn ILS ADF	#300-1 500-1 500-1.5 300-0.75 400-1 400-1.5 600-2 800-2 #200-0.5 500-1.5 500-2 300-0.75 400-1 400-1,5 600-2 800-2	#300-1 500-1 500-1.5 300-0.75 400-1 400-1.5 600-2 800-2	Within 4.6 mi. after passing LOM (ADF)...climb to 2700' on crs 135 from LOM or on SE course ILS or when directed by ATC (1) climb to 2500' on the SE course ILS & proceed to & intercept E course of OMA LFR at 2600' (2) climb to 2500' on SE course ILS & intercept a ADF track of 90 outbnd from OMA LFR, within 25 miles. (3) climb to 2700' on SE course OMA LFR. #Climb to 2000' MSL prior to proceeding in a westerly direction. CAUTION Bluff 1339' MSL one and one half miles E of airport. TV towers 1739' MSL 5 mi. WNW & 1075' MSL 3 mi. SW, stack 1192' MSL 0.8 mi. SSE of LOM. NOTES: **1. 400-0.75 required when glide slope or approach lights inoperative. **2. 300-1 take-off minimums required on Runways 2, 20, 35L, 17R, 14R, 32L, 26 & 8 for more than 2 engine aircraft. *3. No reduction in 2 engine or less aircraft take-off minimums authorized except on Runways 14L, 32R, 17L.
	Salt Lake City LFR	LOM	163 8.7 n	6100	E or W side of S crs. 158 - outbnd 338 - inbnd 6100 within 5 n mi. of LOM. (Beyond 5 n mi. NA.) 80° reversal recommended for procedure turn. CAUTION: Terrain 11,253' MSL approximately 8 n mi. E of localizer crs. at Riverton FM.	6100	6028 5.5 n Riverton FM 9340 15 n	4457 0.6 n	2 Engine or less #T-dn C-dn **S-dn Rnwy 34 L A-dn More than 2 Engine #T-dn C-dn **S-dn Rnwy 34L A-dn	300-1 500-1 300-0.75 600-2 200-0.5 600-1.5 300-0.75	300-1 600-1 300-0.75 600-2 600-2	Climb to cross W crs. SLC LFR not above 6500', then climb to 8000' on W crs. SLC LFR to Stansbury Intsxn, then to 9000' on crs of 336° to promontory point RBN. Alternate Missed Approach: When directed by ATC cross West crs. SLC LFR or SLC VOR not above 6500', then climb to 11,000' on W crs. SLC LFR or SLC VOR radial 248. #Start descent at glide slope interception. Glide slope must be operative for this transition. CAUTION No approach lights **Straight-in minimums no lower than 300-1 authorized with inoperative ILS components. #500-2 required for take-off runway 7.
	Salt Lake City VOR	LOM	158 10.0n	6100								
	Utah Lake VOR	ILS South crs.	008 3.0 n	*11000								
SALT LAKE CITY, UTAH Salt Lake City Arpt No. 1 4222 ILS-SLC Procedure Number 1 Amendment Number 11 Effect: 28 April 1956. Supersedes Amendment No. 10, dated 17 December 1955. Major Changes: Add transition from Utah Lake VOR; Delete transition from Fairfield LFR.												
SPOKANE, WASH. Geiger Field 2372 Comb. ILS/ADF Procedure Number 1 Amdt. No. 10 Effect: 18 Feb. 1956. Supersedes ILS Amdt. No. 9 dtd 14 May 1955 & ADF Amdt. No. 11 dtd 21 May 1955.	Correct AIRGI, Volume 10, Number 22 dated 10 January 1956, Transition #11 should read: Int. N crs. GEG-LFR and NE crs. ILS, or 205 bearing to LOM.											
YAKIMA, WASH. Yakima Arpt. 1077 Procedure No. 1 Amdt. No. 2 Effect: 17 March 1956. Supersedes Amdt. No. 1, dated 23 April 1955.	Correct AIRGI Volume 10, #24 dated 7 February 1956, Column 2, Sawmill Intsxn to read: White Swan Intsxn and Column 4, same transition 18.0 to read 19.6.											

VHF OMNIRANGE (TVOR) PROCEDURES (DISTANCES ARE IN STATUTE MILES)

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: (-) SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALBANY, N. Y. Albany Arpt. 288 BVOR - ALB TVOR-1 (Using Delmar FM) Amendment Number 3 Effect. date: 21 April 1956. Supersedes Amdt. 2 dated 1 April 1954. Major Changes: Adds transition from Grafton FM. Presentation revised - final added from Delmar FM. Revised format for minimums. Air Carrier Notes revised.	Saratoga Springs FM	207 25.0	1800	E side of crs. 195 - outbnd 015 - inbnd 2200 within 10 mi.	800#	011 0.6	2 Engine or less T-dn C-dn # S-dn # 1 A-dn More than 2 Engine T-dn C-dn # S-dn # 1 A-dn #	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2 200-0.5 600-1.5 500-1 800-2	Within 5.4 miles of Delmar FM...climb to 3000' on crs. of 015 within 25 miles of VOR #Do not descend below 1700' MSL unless Delmar FM positively identified. Distance from Coxsackie FM exceeds standard AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.
	Coxsackie FM	015 26.0	1700							
	Grafton FM	292 18.0	3000							
	Delmar FM (Final)	015 5.8	800#							

(20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (TVOR) PROCEDURES (DISTANCES ARE IN STATUTE MILES)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALBANY, N. Y. Albany Arpt. 288 TVOR-19 Amendment Number 3 Effect. date: 21 April 1956. Supersedes Amdt. 2 dated 1 April 1954. Major Changes: Adds transition from Grafton FM. Presentation revised - final added from Albany LFR. Revised format for minimums. Air Carrier Notes revised.	Saratoga Springs FM	207 25.0	1800	W side of crs. 010 - outbnd 190 - inbnd 1800 within 10 mi.	7000	191 3.5	2 Engine or less			Climb to 1000' on crs. of 190°, then make a climbing right turn, climb to 3000' on outbnd course of 297° within 25 miles of VOR or (when directed by ATC) climb to 3000' on outbnd course of 184° within 25 miles. #Do not descend below 1100' MSL unless Albany LFR positively identified. Standard obstruction clearance not provided over 469' radio towers two and one half miles NNW of airport. AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.
	Round Lake FM (Final)	190 14.0	1100				T-dn C-dn # S-dn # 19	300-1 500-1 400-1	300-1 600-1 400-1	
	Grafton FM	292 18.0	3000				A-dn	800-2	800-2	
	Albany LFR (Final)	190 3.2	7000				More than 2 Engine			
							T-dn C-dn # S-dn # 19 A-dn		200-0.5 600-1.5 400-1 800-2	
MACON, GEORGIA Macon (Cochran) Arpt. 354 BVOR - MCN TVOR-31 Amendment Number 1 Effect. date: 28 April 1956. Supersedes Original dated 16 April 1954. Major Changes: Distances shown in nautical miles. Variation change. Revised format for minimums. Missed approach on en route radial.	Macon LFR	147 3.6 n	1600	N side of crs. 119 - outbnd 299 - inbnd 1800 within 10 n miles.	800 #	309 0.9 n	2 Engine or less			Climb to 1900' on radial 329° within 20 n mi. #Maintain 900' MSL until after passing abeam WRB RBN inbound on final.
	Robins RBN	324 3.5 n	1600				T-dn C-dn S-dn 31 # A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	
	Intsxn. SW crs. MCN LFR & MCN radial 230	050 6.8 n	1600				More than 2 Engine			
							T-dn C-dn S-dn 31 # A-dn		200-0.5 500-1.5 400-1 800-2	

VOR/DME INSTRUMENT APPROACH PROCEDURES (DISTANCES ARE IN NAUTICAL MILES)

If a VOR/DME instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specific routes. Minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below.

TRANSITION TO FACILITY OR TRANSITION TO DME ORBIT: FROM MI.	TO MI.	RADIAL	MIN. ALT.	PROCEDURE TURN: SIDE OF APPROACH RADIAL; ALTITUDE; LIMITING DISTANCES	MINIMUM ALTITUDE ON APPROACH RADIAL: FROM MI.	TO MI.	RADIAL	MIN. ALT.	PROCEDURE NO.: DIRECT OR RIGHT OR LEFT TURN TO FINAL APPROACH ORBIT RWY. NO.	MINIMUM ALTITUDE ON FINAL APPROACH ORBIT: FROM RADIAL	TO RADIAL	MIN. ALT.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENGINE OR LESS: 65 KNOTS OR LESS	TWO ENGINE OR LESS: MORE THAN 65 KNOTS	MORE THAN TWO ENGINE: MORE THAN 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED LANDING MINIMUMS AT FIX SPECIFIED OR IF LANDING NOT ACCOMPLISHED
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MACON, GEORGIA - MACON(COCHRAN) ARPT. - Elevation - 354- BVOR/DME - Ident: MCN - Amendment - Original, Effect: 28 April 1956. Supersedes: None																	
				N side 119 1800 within 10 miles.	10.0 3.0	3.0 0.4	119 119	900 800	Procedure #1 Straight-in to rnwy 31				T-dn C-dn S-dn 31 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 1900' on radial 329° within 20 miles.
				Not required	15.0 10.0 6.0	10.0 6.0 0.0	139 139 139	1600 1000 900 final	Procedure #2 to arpt.				T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Climb to 1900' on radial 329° within 20 miles.
				Not required	13.0 10.0 6.0	10.0 6.0 0.0	204 204 204	1400 1000 900 final	Procedure #3 to arpt				T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Climb to 1800' on radial 047° within 20 miles.
				Not required	15.0 10.0 6.0	10.0 6.0 0.0	271 271 271	1700 1100 900 final	Procedure #4 to arpt				T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Climb to 1800 on radial 055° within 20 miles.
				Not required	15.0 10.0 4.0	10.0 4.0 0.0	329 329 329	1700 1100 900 final	Procedure #5 to arpt				T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Climb to 1600' on radial 139° within 20 miles.

(20 Mar 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

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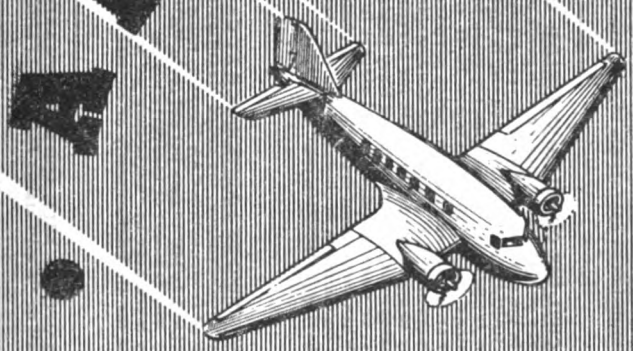
AIRMAN'S GUIDE



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VOL. 11, NO. 2 .....APRIL 3, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e.g. Long Beach omnirange (voice) .—.. -.-. ... (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e., if no facility for providing air-ground communications services is associated with the omni, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

(3 Apr 1956)

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 15 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and FAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fractions.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportion, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches

Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches

Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of nulls reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, reagrdless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

RESTRICTED AREA AMENDMENT: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 155)
(April 17, 1956)

(1) In Section 608.14, the El Toro, Calif. area (R-293 formerly D-293), amended on November 30, 1949 in 14 F.R. 7198 is further amended by changing the "Designated Altitudes" column to read: "Surface to 25,000 feet MSL."

(2) In Section 608.55, the Yakima, Wash., area (R-247 formerly D-247), amended on September 30, 1949 in 14 F.R. 5970 is further amended by changing the "Designated Altitudes" column to read: "Surface to 65,000 feet MSL. "

(Part 608 - Restricted Area - Amendment 156)
(April 24, 1956)

(1) In Section 608.40, the Oswego, New York, area (R-70 formerly D-70), amended on March 5, 1955 in 20 F.R. 1361 is redesignated as follows: "Beginning at latitude 43-37-00, longitude 78-00-00; thence to lat 43-24-00, long. 78-00-00; thence to lat 43-24-00, long. 76-45-00; thence to lat 43-31-00, long. 76-23-00; thence to lat 43-31-00, long. 76-15-00; thence northerly approximately parallel to and five miles west of the centerline of V-29 to lat 43-44-00, long. 76-13-00; thence to lat 43-46-00, long. 76-22-00; thence to lat 43-46-00, long. 76-30-00; thence to lat 43-38-00, long. 76-45-00; thence to lat 43-37-00, long. 76-45-00; thence to lat 43-37-00, long. 78-00-00, the point of beginning. Designated Altitudes: "Surface to 59,000 feet MSL." Time of Use: "Daylight hours, seven days per week, on year-round basis." Controlling Agency: "First Air Force, Mitchel AFB, New York (Jointly used by Air Force, Army and Navy.)"

(Part 608 - Restricted Area - Amendment 157)
(April 4, 1956)

(1) In Section 608.54, the Camp Pickett, Va., area (R-44 formerly D-44), published on July 16, 1949 in 14 F.R. 4287 is amended by changing the "Designated Altitudes" column to read: "Surface to Unlimited."

(Part 608 - Restricted Area - Amendment 158)
(May 5, 1956)

(1) In Section 608.22, the Camp Atterbury, Indiana, area (R-65 formerly D-65), amended on January 26, 1951 in 16 F.R. 713, is further amended by changing the "Designated Altitudes" column to read: "Surface to 40,000 feet MSL."

(2) In Section 608.30, the Camp Lucas, Michigan, area (R-467 formerly D-467), published on October 1, 1954 in 19 F. R. 6324, is amended by changing the "Designated Altitudes" column to read: "Surface to 15,000 feet MSL."

(3) In Section 608.33, the Fort Leonard Wood, Missouri, area (R-199), amended on April 9, 1955 in 20 F. R. 2302, is further amended by changing the "Designated Altitudes" column to read: "Surface to 50,000 feet MSL.", and the "Time of Designation" column to read: "Unlimited."

(4) In Section 608.39, the Guadalupe Mountains, New Mexico, area (R-212 formerly D-212), amended on November 10, 1950 in 15 F.R. 7548, is further amended by changing "Time of Designation" column to read: "Unlimited."

(5) In Section 608.57, the Camp McCoy, Wisconsin, area (R-200), amended on September 21, 1955 in 20 F. R. 7074, is further amended by changing the "Designated Altitudes" column to read: "Surface to 25,000 feet MSL."

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redescribed or cancelled and shall become effective as indicated:

DESIGNATE: Effective May 3, 1956.

(1) ATLANTIC CITY, N.J. INTSXN - the intersectinn of the Dover, Dela. VOR 078° mag radial and the Coyle, N. J. VOR 213° mag radial.

(2) BAUXITE, ARK. (VHF) INTSXN - the intersection of the Little Rock, Ark. VOR 227° mag and the Pine Bluff, Ark., 290° mag radials.

(3) CAPE MAY, MD. INTSXN - the intersection of the Salisbury, Md. 046° mag radial, Coyle, N. J. 213° mag radial and a radial from the Dover, Dela. VOR to this intersection.

(4) FITCHBURG, MASS. - MH facility.

(5) FLOODWAY, TEX. (LF) INTSXN - the intersection of the Brownsville, Tex. LFR north course and a 064° mag bearing from the Harlingen, Tex., (HGF) radiobeacon.

(6) GUMBO (VHF) INTSXN - the intersection of the Tampa, Fla. 305° mag and the Cross City, Fla., 205° mag radials.

(7) HERMOSA, S. DAK. (LF) INTSXN - the intersection of the Rapid City VOR 211° mag radial and south course of Rapid City LFR.

(8) LUTZ, FLA. (VHF) INTSXN - the intersection of the Tampa, Fla. ILS north course and the Lakeland, Fla. 285° mag radial.

(9) MENDOTA (VHF) INTSXN - the intersection of the Fresno VOR 252° mag radial and the Castle VOR 170° mag radial.

(10) MIFFLIN, PA. INTSXN - the intersection of the Harrisburg, Pa. VOR 320° mag radial and Selinsgrove, Pa. VOR 245° mag radial.

(11) MOREHEAD, KY. INTSXN - the intersection of the Lexington, Ky. VOR 081° mag and the York, Ky. VOR 221° mag radials.

(12) SCALLOP (VHF) INTSXN - the intersection of the Tampa, Fla. VOR 329° mag radial and the Cross City, Fla. VOR 205° mag radial.

DESIGNATE: Effective May 5, 1956.

(1) CALLAHAN, FLA INTSXN - the intersection of the Jacksonville VOR 303° mag radial and the Brunswick VOR 202° mag radial.

(2) CONCHAS DAM, N. MEX. INTSXN - the intersection of the Anton Chico VOR 054° mag radial and the Tucumcari VOR 277° mag radial.

(3) LONGMONT, COLO. INTSXN - the intersection of the Kremmling VOR 066° mag and the Denver VOR 320° mag radials.

(4) ROCK SPRINGS, ARIZ. INTSXN - the intersection of the Phoenix VOR 325° mag and the Hassayampa, Ariz. VOR 032° mag radials.

(5) ROGGEN, COLO. INTSXN - the intersection of the Denver VOR 031° mag and the Akron, Colo. VOR 259° mag radials.

(6) SAVEDGE, VA (LF) INTSXN - the intersection of the W course Langley, Va. LFR and N course Waverly, Va. LFR.

(7) WARD, COLO. INTSXN - the intersection of the Kremmling VOR 066° mag and the Denver VOR 278° mag radials.

(8) WIGGINS, COLO. INTSXN - the intersection of the Denver, Colo. VOR 047° mag and the Akron, Colo. VOR 259° mag radials.

REDESCRIBE: Effective May 3, 1956.

(1) HARBOR, FLA. INTSXN - Fan Marker.

(2) MULHALL, OKLA. (LF) INTSXN - the intersection of the Oklahoma City, Okla., LFR N course and a 124° mag bearing from Vance AFB, Okla., non-directional radiobeacon.

(3) SAND CREEK INTSXN - the intersection of the Casper VOR 053° mag and the Douglas VOR 331° mag radials.

CANCEL: Effective May 3, 1956.

(1) BLACKWELL, OKLA. (LF) INTSXN - the intersection of the Vance AFB, Okla. LFR NE course and the Wichita, Kans., LFR S course.

(2) BRITTON (VHF) INTSXN - the intersection of the Dallas, Tex., VOR 212° mag and the Ft. Worth, Tex. VOR 123° mag radials.

(3) COYLE, N. J. INTSXN - the intersection of the N course of the Atlantic City, N.J. VAR and NE course of the Millville, N.J. LFR.

(4) PLANT CITY (VHF) INTSXN - the intersection of the Tampa, Fla. 059° mag and the Lakeland, Fla. VOR 329° mag radials.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established and shall become effective May 3, 1956.

(1) BAUXITE, ARK. (VHF) INTSXN - direction of holding - SW on Little Rock, Ark. VOR 227° mag radial (inbound 047° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1600'.

(2) FITCHBURG, MASS INTSXN - direction of holding - W of facility (118° mag inbound); direction of turn - RIGHT; time - one minute; minimum altitude - 3000'.

(3) LAKELAND, FLA. (VHF) INTSXN - direction of holding - SE on Lakeland VOR 130° mag radial (inbound 310° mag); direction of turn - LEFT; time - two minutes; minimum altitude - 1500'.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective May 3, 1956:

Section 610.12 Green Civil Airway 2 is amended by adding:

FROM	TO	MEA
Steventown INT, N. Y.	Albany, N.Y. LFR NW-bound only	3000

Section 610.12 Green Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Bozeman,Mont.LFR	*Livingston,Mont. LFR	10000

*9300 - Minimum crossing altitude at Livingston LFR, W-bound

Section 610.13 Green Civil Airway 3 is amended to read in part:

FROM	TO	MEA
*Sacramento, Calif. LFR	**Auburn INT,Calif. NE-bound	7000
	SW-bound	3500

*3000 - Minimum crossing altitude at Sacramento LFR, NE-bound

**7500 - Minimum crossing altitude at Auburn INT, NE-bound

Auburn INT,Calif.	Donner Summit, Calif. LFR	11000
Donner Summit, Calif. LFR	*Reno, Nev.LFR	12000

*10500 - Minimum crossing altitude at Reno LFR, W-bound

Blue Canyon, Calif. FM	Auburn INT,Calif. SW-bound only	7000
Lucin,Utah LFR	*Promontory Pt., Utah LF/RBN	9000

*10000 - Minimum crossing altitude at Promontory Pt. LF/RBN, E-bound

Promontory Pt., Utah LF/RBN	*Ogden, Utah LFR E-bound	11000
	W-bound	9000

*7500 - Minimum crossing altitude at Ogden LFR, W-bound

Section 610.20 Green Civil Airway 10 is amended to read in part:

FROM	TO	MEA
U.S. Canadian Border	*Bellingham,Wash. LFR	1500

*2000 - Minimum crossing altitude at Bellingham LFR, S-bound

Yakima,Wash.LFR	*Pendleton,Ore.LFR	5000

*5100 - Minimum crossing altitude at Pendleton LFR, SE-bound

Pendleton,Ore. LFR	Baker, Ore. LFR	10000

Section 610.102 Amber Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. LFR	Enterprise,Utah LFR	10000
Crystal,Nev.FM	Las Vegas,Nev.LFR SW-bound only	6500
Malad City,Ida. LFR	*Pocatello,Ida. LFR	11000

*8700 - Minimum crossing altitude at Pocatello LFR, S-bound

Dillon,Mont.LFR	*Whitehall,Mont. LFR	10500

*9300 - Minimum crossing altitude at Whitehall LFR, N-bound

Section 610.108 Amber Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Redmond,Ore.LFR	*The Dalles,Ore. LFR	7000

*6000 - Minimum crossing altitude at The Dalles LFR, N-bound

Section 610.211 Red Civil Airway 11 is amended by adding:

FROM	TO	MEA
Grafton, N.Y.FM	Albany, N.Y. LFR W-bound only	3000

Section 610.211 Red Civil Airway 11 is amended to read in part:

FROM	TO	MEA
Claremore INT, Okla.	Springfield,Mo.LFR	2500

Section 610.244 Red Civil Airway 44 is amended to read:

FROM	TO	MEA
*Bellingham,Wash. LFR	Cultus Lake INT, Canada	**8600

*5000 - Minimum crossing altitude at Bellingham LFR, NE-bound

**For that airspace over U.S. Territory

Section 610.253 Red Civil Airway 53 is amended to read in part:

FROM	TO	MEA
*Portland,Ore. LFR	**The Dalles,Ore.LFR	7000

*4000 - Minimum crossing altitude at Portland LFR, E-bound

**4500 - Minimum crossing altitude at The Dalles LFR, W-bound

Section 610.254 Red Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Promontory Pt., Utah LF/RBN	Stansbury INT, Utah S-bound	11000
	N-bound	9000

Section 610.255 Red Civil Airway 55 is amended to read in part:

FROM	TO	MEA
Goshen,Ind.LFR	Hicksville INT, Ohio	2800

Section 610.276 Red Civil Airway 76 is amended to read:

FROM	TO	MEA
Williams,Calif. LFR	Auburn INT,Calif. W-bound	4000
	E-bound	7000

Section 610.296 Red Civil Airway 96 is amended to delete:

FROM	TO	MEA
Baton Rouge,La. LFR	Madisonville INT, La.	1300

Section 610.206 Red Civil Airway 06
is amended to read in part:

FROM	TO	MEA
Beaumont,Tex.LFR	Lake Charles,La. LFR	1500
Lake Charles,La. LFR	Lafayette,La. LF/RBN	1500
Lafayette,La. LF/RBN	Baton Rouge,La. LFR	1500

Section 610.309 Red Civil Airway 109
is amended to read in part:

FROM	TO	MEA
*Portland,Ore. LFR	**The Dalles,Ore.LFR	7000

*4000 - Minimum crossing altitude at Portland LFR, E-bound
**6000 - Minimum crossing altitude at The Dalles LFR, N-bound

Section 610.606 Blue Civil Airway 6
is amended to read in part:

FROM	TO	MEA
*Springfield,Ill. LFR	Peoria,Ill.LFR	2300

*2000 - Minimum crossing altitude at Springfield LFR, N-bound

Section 610.651 Blue Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Lucin,Utah LFR	*Burley, Ida.LFR	12000

*8000 - Minimum crossing altitude at Burley LFR, SW-bound

Section 610.672 Blue Civil Airway 72
is amended to read:

FROM	TO	MEA
Enid, Vance AFB, Okla. LF/RBN	Oxford INT, Kans.	2600

Section 610.6001 VOR Civil Airway 1
is amended to read in part:

FROM	TO	MEA
Salisbury,Md.VOR	Atlantic City INT, N. J.	*2000

*1500 - Minimum terrain clearance alt.

Atlantic City INT, N.J.	Coyle, N.J. VOR	1500
Coyle, N.J.VOR	Colts Neck,N.J.VOR	1500

Section 610.6002 VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Ephrata,Wash.VOR	*Spokane,Wash.VOR	5000

*5600 - Minimum crossing altitude at Spokane VOR, E-bound

Bozeman,Mont.VOR	*Livingston,Mont. VOR	10000

*9300 - Minimum crossing altitude at Livingston VOR, W-bound

Miles City,Mont. VOR	Dickinson,N.Dak. VOR	4500

Section 610.6002 VOR Civil Airway 2
is amended by adding:

FROM	TO	MEA
Grafton, N.Y.FM	Albany, N.Y. VOR W-bound only	3000

Section 610.6003 VOR Civil Airway 3
is amended by adding:

FROM	TO	MEA
Jacksonville,Fla. VOR	Brunswick,Ga.VOR	1200
Brunswick,Ga.VOR Via E alter.	Savannah,Ga.VOR Via E alter.	1500
Jacksonville,Fla. VOR Via W alter.	Callahan INT,Fla. Via W alter.	1200
Callahan INT,Fla. Via W alter.	Brunswick,Ga.VOR Via W alter.	1300

Section 610.6004 VOR Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Yakima,Wash.VOR	*Pendleton,Ore.VOR	5000

*4400 - Minimum crossing altitude at Pendleton VOR, SE-bound

LaGrande,Ore.FM	Pendleton,Wash.VOR NW-bound only	7000
Pendleton,Ore. VOR	Baker, Ore. VOR	10000

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Jacksonville,Fla. VOR Via W alter.	Callahan INT,Fla. Via W alter.	1200
Callahan INT,Fla. Via W alter.	Alma,Ga. VOR Via W alter.	1600

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
*Sacramento, Calif. VOR	**Auburn INT,Calif.	
Via N alter.	Via N alter. NE-bound	11000
	SW-bound	7000

*3000 - Minimum crossing altitude at Sacramento VOR, NE-bound
**7500 - Minimum crossing altitude at Auburn INT, NE-bound

Auburn INT,Calif. Via N alter.	Mt.Lola INT,Calif. Via N alter.	11000
Blue Canyon, Calif. FM	Auburn INT, Calif.	
Via N alter.	Via N alter. SW-bound only	7000
Wells,Nev.VOR	Lucin,Utah VOR NE-bound	11000
	SW-bound	12000
Lucin,Utah VOR	*A beam of Promontory Pt. Utah LF/RBN	9000

*10000 - Minimum crossing altitude at A beam Promontory Pt. LF/RBN, E-bound

A beam of Promontory Pt. Utah LF/RBN	Ogden,Utah VOR E-bound	11000
	W-bound	9000

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Crystal,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500

Section 610.6010 VOR Civil Airway 10
is amended by adding:

FROM	TO	MEA
Colts Neck,N.J. VOR	Woolf INT,N.J.	1500

Section 610.6011 VOR Civil Airway 11
is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Edgerton INT,Ind.	2800

Section 610.6014 VOR Civil Airway 14
is amended by adding:

FROM	TO	MEA
Grafton,N.Y.FM	Albany, N.Y.VOR W-bound only	3000

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Neosho,Mo.VOR	Springfield,Mo.VOR	2500

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Memphis,Tenn. VOR	*Fisherville INT, Tenn.	2000

*2500 - Minimum reception altitude

Fisherville INT, Tenn.	*Williston INT, Tenn.	2000

*2500 - Minimum reception altitude

Williston INT, Tenn.	Jackson,Tenn.VOR	2000
Jackson,Tenn.VOR	Graham,Tenn.VOR	*2500

*2000 - Minimum terrain clearance alt.

Memphis,Tenn.VOR Via S alter.	Jackson,Tenn.VOR Via S alter.	2000
Jackson,Tenn.VOR Via S alter.	Graham,Tenn.VOR Via S alter.	*2500

*2000 - Minimum terrain clearance alt.

Dover,Del.VOR	Coyle,N.J. VOR	1500
Coyle, N.J.VOR	Woolf INT, N.J.	1500
Woolf INT,N.J.	Riverhead,N.Y.VOR	*2000

*1500 - Minimum terrain clearance alt.
(MRA at Woolf INT deleted)

Section 610.6018 VOR Civil Airway 18
is amended by adding:

FROM	TO	MEA
Shreveport,La. VOR	Monroe,La. VOR	
Via N alter.	Via N alter.	*2000

*1900 - Minimum terrain clearance alt.

Section 610.6021 VOR Civil Airway 21
is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Crystal,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500
Las Vegas,Nev. VOR	Mead INT, Nev.	
Via E alter.	Via E alter.	6000
*Mead INT,Nev.	Mormon Mesa,Nev.VOR	
Via E alter.	Via E alter.	7000

*7000 - Minimum crossing altitude at Mead INT, N-bound

VOR Civil Airway 21 - cont'd.

FROM	TO	MEA
Malad City,Ida. VOR	*Pocatello,Ida.VOR	11000

*9000 - Minimum crossing altitude at Pocatello VOR, S-bound

*Dubois,Ida.VOR	Dillon,Mont.VOR	11500

*9600 - Minimum crossing altitude at Dubois VOR, N-bound

Dillon,Mont.VOR	*Whitehall,Mont. VOR	10600

*9300 - Minimum crossing altitude at Whitehall VOR, N-bound

Section 610.6023 VOR Civil Airway 23
is amended to read in part:

FROM	TO	MEA
Ft.Jones,Calif. VOR	*Medford,Ore.VOR	10000

*8000 - Minimum crossing altitude at Medford VOR, S-bound

Talent INT,Ore.	Medford, Ore.VOR N-bound only	8000
Ft.Jones, Calif. VOR	*Medford, Ore.VOR	
Via E alter.	Via E alter.	9500

*8000 - Minimum crossing altitude at Medford VOR, SE-bound

Klamath Junction INT, Ore.	Medford, Ore.VOR	
Via E alter.	Via E alter. N-bound only	8000

Section 610.6025 VOR Civil Airway 25
is amended to read in part:

FROM	TO	MEA
Stinson Beach INT, Calif.	Point Reyes,Calif. VOR	3000
*The Dalles,Ore. VOR	White Swan INT, Wash.	8000

*4800 - Minimum crossing altitude at The Dalles VOR, N-bound

White Swan INT, Wash.	Yakima,Wash.VOR N-bound	4000
	S-bound	5500
*The Dalles,Ore. VOR	Toppenish INT,Wash	
Via E alter.	Via E alter.	7000

*4800 - Minimum crossing altitude at The Dalles VOR, N-bound

Toppenish INT, Wash.	Yakima, Wash.VOR	
Via E alter.	Via E alter. N-bound	4000
	S-bound	5000

Section 610.6027 VOR Civil Airway 27
is amended to read in part:

FROM	TO	MEA
Salinas,Calif. VOR	Stinson Beach INT, Calif.	5000
Stinson Beach INT, Calif.	Point Reyes,Calif. VOR	3000
Pedro INT,Calif.	Stinson Beach INT, Calif.	
Via W alter.	Via W alter.	5000
Stinson Beach INT, Calif.	Point Reyes,Calif. VOR	
Via W alter.	Via W alter.	3000

Section 610.6031 VOR Civil Airway 31 is amended to read in part:

FROM	TO	MEA
Harrisburg,Pa. VOR	*Liverpool INT,Pa. VOR	3500
*4000 - Minimum reception altitude		
Liverpool INT, Pa.	Selinsgrove,Pa. VOR	3500

Section 610.6037 VOR Civil Airway 37 is amended to read in part:

FROM	TO	MEA
Columbia,S.C. VOR	*Blythewood INT, S. C.	2000
*3300 - Minimum reception altitude		
Blythewood INT, S. C.	Charlotte,N.C.VOR	2000
(MRA at Richburg INT deleted)		

Section 610.6049 VOR Civil Airway 49 is amended to read in part:

FROM	TO	MEA
Dillon,Mont.VOR	*Butte,Mont.VOR	11500
*10200 - Minimum crossing altitude at Butte VOR, S-bound		

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla.	Alma, Ga. VOR	
Via W alter.	Via W alter.	1600

Section 610.6060 VOR Civil Airway 60 is amended to read in part:

FROM	TO	MEA
Las Vegas,N.Mex. VOR	Conchas Dam INT, N. Mex.	9500
*Conchas Dam INT, N. Mex.	Tucumcari,N.Mex. VOR	7500
*8500 - Minimum crossing altitude at Conchas Dam INT, NE-bound		

Section 610.6064 VOR Civil Airway 64 is amended to read:

FROM	TO	MEA
*Long Beach,Calif. VOR	Corona INT,Calif. W-bound	5000
	E-bound	7000
*5000 - Minimum crossing altitude at Long Beach VOR, E-bound		
Corona INT,Calif.	Perris INT,Calif.	8000
(deletes MCA at Corona INT)		
*Perris INT, Calif.	**Thermal,Calif.VOR	12000
*11000 - Minimum crossing altitude at Perris INT, E-bound		
**12000 - Minimum crossing altitude at Thermal VOR, W-bound		
Thermal,Calif. VOR	Blythe,Calif.VOR	7000

Section 610.6086 VOR Civil Airway 86 is amended to read:

FROM	TO	MEA
Butte,Mont.VOR	*Whitehall,Mont. VOR	10000
*9100 - Minimum crossing altitude at Whitehall VOR, W-bound		
Whitehall,Mont. VOR	Bozeman,Mont.VOR	9000

Section 610.6093 VOR Civil Airway 93 is amended to read in part:

FROM	TO	MEA
Albany, N.Y.VOR	Greenfield INT, Mass.	5500
Grafton,N.Y. FM	Albany, N.Y. VOR W-bound only	3000
*Greenfield INT, Mass.	Concord,N.H. VOR	5000
*5500 - Minimum crossing altitude at Greenfield INT, W-bound		

Section 610.6095 VOR Civil Airway 95 is amended to read:

FROM	TO	MEA
*Phoenix,Ariz.VOR	Winslow,Ariz.VOR	10000
*7000 - Minimum crossing altitude at Phoenix VOR, NE-bound		
Verde River INT, Ariz.	Phoenix,Ariz.VOR SW-bound only	7000

Section 610.6105 VOR Civil Airway 105 is amended by adding:

FROM	TO	MEA
Rock Springs INT, Ariz.	Phoenix,Ariz.VOR S-bound only	7500

Section 610.6107 VOR Civil Airway 107 is amended to read in part:

FROM	TO	MEA
*Fillmore,Calif. VOR	Hines INT,Calif. N-bound	11000
	S-bound	7000
*9000 - Minimum crossing altitude at Fillmore VOR, N-bound		
Hines INT,Calif.	Pinos INT,Calif. N-bound	11000
	S-bound	9500
Pinos INT,Calif.	*Maricopa INT, Calif.	11000
*9500 - Minimum crossing altitude at Maricopa INT, SE-bound		
Maricopa INT, Calif.	McKettrick INT,Calif. NW-bound	6000
	SE-bound	11000
McKettrick INT, Calif.	Coalinga,Calif. VOR	6000

Section 610.6112 VOR Civil Airway 112 is amended to read in part:

FROM	TO	MEA
*Portland, Ore. VOR	The Dalles,Ore.VOR	7000
*4700 - Minimum crossing altitude at Portland VOR, E-bound		

Section 610.6182 VOR Civil Airway 182 is amended to read in part:

FROM	TO	MEA
Ukiah INT, Ore.	*Baker,Ore.VOR	**14000
*10200 - Minimum crossing altitude at Baker VOR, W-bound		
**11000 - Minimum terrain clearance alt.		
*Portland,Ore. VOR	The Dalles,Ore. VOR	7000
*4700 - Minimum crossing altitude at Portland VOR, E-bound		

Section 610.6183 VOR Civil Airway 183 is amended to read:

FROM	TO	MEA
*Santa Barbara, Calif. VOR	Maricopa INT, Calif.	9000
*8000 - Minimum crossing altitude at Santa Barbara VOR, NE-bound		
Maricopa INT, Calif.	*Bakersfield,Calif. VOR NE-bound	3000
	SW-bound	7000
*3000 - Minimum crossing altitude at Bakersfield VOR, SW-bound		

Section 610.6204 VOR Civil Airway 204 is amended to read:

FROM	TO	MEA
Hoquiam,Wash.VOR	*Olympia,Wash.VOR	4300
*2800 - Minimum crossing altitude at Olympia VOR, W-bound		

Section 610.6212 VOR Civil Airway 212 is amended to read in part:

FROM	TO	MEA
Williams,Calif. VOR	Wheatland INT, Calif.	4000
Wheatland INT, Calif.	Auburn INT,Calif. E-bound	7000
	W-bound	4000
Auburn INT, Calif.	*Coloma INT,Calif. E-bound	7000
	W-bound	6000
*9500 - Minimum crossing altitude at Coloma INT, NE-bound		

Section 610.6220 VOR Civil Airway 220 is added to read:

FROM	TO	MEA
Kremmling,Colo. VOR	Ward INT,Colo.	16000
Ward INT,Colo.	Longmont INT,Colo	16500
*Longmont INT, Colo.	Roggen INT,Colo.	10500
*16500 - Minimum crossing altitude at Longmont INT, W-bound		
Roggen INT,Colo.	Wiggins INT,Colo.	7000
Wiggins INT,Colo.	Akron, Colo. VOR	6600

Section 610.6221 VOR Civil Airway 221 is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Litchfield,Mich. VOR	2800

Section 610.6222 VOR Civil Airway 222 is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	*Smithville INT, Tex.	2500
*2300 - Minimum reception altitude		

Section 610.6225 VOR Civil Airway 225 is amended to read in part:

FROM	TO	MEA
Ft.Myers,Fla.VOR	*Dixie Ranch INT, Fla.	**1500
*4000 - Minimum reception altitude		
**1300 - Minimum terrain clearance alt.		
Dixie Ranch INT, Fla.	Vero Beach,Fla. VOR	*1500
*1300 - Minimum terrain clearance alt.		

Section 610.6230 VOR Civil Airway 230 is added to read:

FROM	TO	MEA
Salinas,Calif.VOR	Mendota INT,Calif.	7000
Mendota INT, Calif.	Fresno,Calif. VOR	3000

Section 610.6234 VOR Civil Airway 234 is added to read:

FROM	TO	MEA
Anton Chico, N.Mex. VOR	Conchas Dam INT, N.Mex.	7500
*Conchas Dam INT, N. Mex.	Dalhart, Tex. VOR	10000
*8500 - Minimum crossing altitude at Conchas Dam INT, NE-bound		

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CLW - Clearwater, Florida, Clearwater Airport (Assignment)
FSD - Sioux Falls, South Dakota, Foss Field (Change from SUJ - effective April 16)
RUS - Ruskin, Florida (Assignment)
SEF - Sebring, Florida, Sebring Air Terminal (Assignment)

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 9, dated June 15, 1955 as follows:

(1) Page 22. Arcata, Calif.: Correct telephone number to read: TErrace 9-2071.

(2) Page 98. (Air) Add: Harrisburg, Pa. (State): 109°; over triangle formed by runways; 2000'.

(3) Page 102. (Ground) - Florence, S. C., correct to read: Location #1 - 240°; on arrow point in front of EAL building on ramp. Location #2 - 233°; taxiway in front of airline terminal building.

(4) Page 102. (Ground) - Lafayette, La., correct to read: Location #1 - 350°; north end of N/S runway. Location #2 - 344°; taxi strip 100' from south end of N/S runway.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albuquerque	Roswell	WAC 407
Los Angeles	Brownsville Local	WAC 469
Mt. Whitney	WAC 192	WAC 522
Oklahoma City	WAC 406	JN 45
Prescott		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are released dates

Birmingham	3-23-56	Orlando	3-14-56	WAC 63	3-13-56
Chattanooga	3-20-56	Atlanta Local	3-21-56	WAC 357	3-15-56
Jacksonville	3-13-56	Miami Local	3-21-56	WAC 409	3-21-56
Little Rock	3-26-56	Washington Local	3-15-56	WAC 410	3-26-56
Miami	3-20-56	WAC 62	3-13-56	RC 2219	3-13-56

Instrument Flight Charts
released since March 12, 1956

AL 41 RNG	Kellogg Field	AL 178 ILS-1	Greensboro-High Point Apt.
AL 53 RNG	Blythe Airport	AL 236 ILS	Long Beach Airport
AL 129 RNG	Elko Airport	AL 351 ILS	Rochester-Monroe Co. Apt.
AL 144 RNG-1	Hector Airport	AL 465 ILS	Yakima Airport
AL 144 RNG-2	Hector Airport	AL 516 ILS	Raleigh-Durham Airport
AL 322 RNG	Sky Harbor Airport	AL 271 ADF	(NAAS) Monterey Peninsula Airport
AL 346 RNG	Reno Airport	AL 579 ADF-1	James Connally AFB
AL 568 RNG	Castle AFB	AL 346 VOR	Reno Airport
AL 610 RNG-1	New York International Apt.	AL 562 VOR	Dover AFB
AL 756 RNG	General Lyman Field	AL 756 VOR	General Lyman Field
AL 776 RNG	Lihue Airport	AL 774 VOR	Upolu Airport
AL 58 ILS-2	Logan Airport		

NEW CHARTS

AL 269 ILS-2	Moline, Illinois	Quad City Airport
AL 185 ADF	Hampton, Virginia	Langley AFB
AL 739 VOR/DME	Oklahoma City, Oklahoma	Tulakes Airport

DISCONTINUED CHARTS

AL 135 RNG	Enid, Oklahoma	Vance AFB
AL 467 ADF-3	Detroit, Michigan	Willow Run

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
BIRMINGHAM-RADIO: VOR operg on test-basis. (12-19)
BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)
CLANTON-GRAGG ARPT: Closed - const. (3-21)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: Mar 13, VOR shut down until approx April 3. During this period, temp MRA arwy V-20 Mobile-Montgomery 4000' MSL; Arwy V-134 Evergreen, Ala-Columbus, Ga. unusable. (3-12)
GUNTERSVILLE ARPT: Closed. (3-26)
HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)
HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.
**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. Rnwy 15-33 open lgt acft xcpt first 500' from NW end unusable - holes. (3-16)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)
TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider intermittently on rnwy daylgt hrs durg VFR.

ARIZONA: SPECIAL NOTICE: Oct 24, 1955 - July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)
AJO ARPT: Beacon inop..
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11000'. (6-30) VOR shut down until approx Apr 12 - modernization. (3-12) When opern is resumed, freq of VOR will be changed from 112.1 mc to 117.7 mc. (3-9)
DATELAND: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised-low altitudes near these lctns. (3-12)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30° - 70°, 240°-255°, 320°-345° and 40 n mi from 70° - 85° at MEA. (3-30)
**KINGMAN: Effective April 17, 1956 Caution Area C-417 will be rescinded.
PHOENIX-RADIO: LFR has severe interference during hrs of darkness. About May 1 VOR/DME will be shut down until approx June 1 - modernization. (3-30)
PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)
PHOENIX-SKY HARBOR ARPT: Const all taxiways. Caution - open ditches on edges of taxiways. (3-1)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35n mi at 10,000'; 135°-145° and 165°-185° 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Clsd. (12-14)
SCOTTSDALE-THUNDERBIRD#2 ARPT: Closed. (3-26)
TUCSON-RADIO: About April 1, VOR/DME will be shut down until approx May 1. (3-19)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000';(c) SE quad 12,000' (d) NE quad 13,000'.
YUMA-RADIO: Mar 12 VOR shut down until approx May 12. (3-13)
YUMA - COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: ★EL DORADO-RADIO: Mar 30, VOR flgt-checked, opern normal. Freq changed from 114.3 mc to 116.4 mc. DME freq change associated with VOR. DME 2000' MSL coverage 43.5 mi 325° thru N to 225°;20000'MSL coverage 35mi 225° thru W to 325°.
FAYETTEVILLE-RADIO: About May 7, VOR will be shut down approx June 4 - modernization. (3-28)
FT.SMITH-RADIO: ILS lclzr, glide slope, MM & LMM operg on test-basis. (3-13)
FT. SMITH ARPT: 136' lgtd drilling derrick erected 0.5 mi W & 1.0Mi S of E/W rnwy.

ARKANSAS: HARRISON ARPT: New NW/SE rnwy under const.
HAZEN ARPT: Caution - E/W rnwy clsd. Men and equip on fld.
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all opns - const.
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tomerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness.

CALIFORNIA: SPECIAL NOTICE: Between Nov 2, 1955 and May 2, 1956, Navy blimp will oper intermittently in vcnty of Wilmington and Dominguez, Calif from surface upward in connection with Los Angeles air pollution control. Flgts will originate at Santa Ana Lighter Than Air Base, will cross at Newport Beach and proceed seaward to Wilmington for opern in both areas. Return flgt will be reverse of outbnd flgt. Operns will be conducted in conditions down to 500' ceiling and 1/2 mi visibility.
ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys.
BAKERSFIELD-RADIO: Mar 2, VOR shut down until approx May 2 - modernization.
**BAKERSFIELD-AIRPARK: 130' lgtd derrick erected 1130' NE N/S rnwy.
BLUE CANYON, #13, SFO-SLC: Closed during winter months.
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.
**BRAWLEY MUN ARPT: Unlgtd 55 ft. TV ant. erected approx 50 ft. in line with and from the end of SE rnwy.
CAMARILLO-RADIO: All courses have multiples.
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi. at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines Rnwys 29-11 and areas N and E of airport.
KLAMATH-McBETH ARPT: Closed.
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic.
**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21) No fuel servicing avail. for civil acft 2400-0600. (11-1). N 800' apch end rnwy 16L perm closed.
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL.
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. One thousand on top flgt will NOT be controlled by this sector. All military acft operg at specific alts should contact the Los Angeles ARTC Center on 301.4 mc as soon as possible after departure from within the Los Angeles Control Area or after entering the area inbound.
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR traffic only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing Rnwys 25L/25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approximately the intersection of the extended centerlines

CALIFORNIA: of the above rnwys with the shoreline. Aircraft proceeding East-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are CAUTIONED NOT TO DESCEND BELOW 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Aircraft not intending landing at airport should avoid approach areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over airport, or between LF range and airport. Avoid shoreline W due high performance of departing jet aircraft. Due non-visibility tower unable control traffic on last 2400' runway 34.
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.
MODESTO-RADIO: March 20, VOR shutdown until approx May 20- modernization.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the field. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
✱OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. Mar.19, UFH/DF cmsnd. Opers 225-400mc. Steers unreliable below 7000' within 10 miles of station. FLD: Dredging and clam shell equip. working S of landing area. All booms and equip. lgtd and marked. Use extreme caution when flying over or within this area.
OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt.
**OCEANSIDE ARPT: 163' unlgtd rdo twr erected approx 1-1/2 mi SE.
ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'' 350°-0°, 35 n mi at 13,000'; About May 1, VOR will be shut down until approximately June 1.
ONTARIO INTERNATIONAL ARPT: Hi-intensity rnwy lgts being installed rnwy 7-25. Use rnwy and taxiways. Open ditches either side rnwy.
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n miles.
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
QUINCY-GANSNER FLD: E 700' E/W runway and taxi strip unusable.
RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'.
RIVERSIDE-RADIO: USAF VOR unreliable.
**ROSEMEAD-FLETCHER ARPT: Delete from records - private field.
SACRAMENTO ARPT-TOWER: Voice on ILS frequency 110.3 mc out of service.
SACRAMENTO-McCLELLAN AFB RADIO: USAF H facility unreliable beyond 15 miles.
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr altitude. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 miles MEA all quads except 20 miles MEA from 310° to 330°.
SAN DIEGO-LINDBERGH FIELD: 500' W end runway 9-27 closed - jet barrier.
✱SAN DIEGO-MIRAMAR NAS-RADIO: Navy H facility commissioned. Freq: 310kc. Ident: NKX. Located latitude 32-53-10, long. 117-03-27. Oper cont. Class: HW (3-23) Bearing, distance: 242°, 3.6 nautical miles.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 nautical miles at 5000'; 30°-85°, 26 nautical miles at 7000'; 85°-100°, 35 nautical miles at 7000'; 160°-180°, 26 nautical mi. at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'.

CALIFORNIA: SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)

SANTA BARBARA ARPT: 30' dragline operating along E edge arpt days. (3-26)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily; extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmarked difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

THERMAL-RADIO: VOR and DME coverage 330°-360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt.

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

**YUCCA VALLEY-SKY CORRAL ARPT: Abandoned. (3-22)

COLORADO: COLORADO SPRINGS-PETERSON FLD: Bcn inop. Caution - lndg acft - due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (3-28)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft except when absolutely necessary for taxiing W of rnwy 3/21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communication with twr.

GRAND JUNCTION-RADIO: About April 27, ILS glide slope will be shut down until approx June 8. (2-29) About May 7, lclzr will be shut down until approx May 14. (3-23)

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

CONNECTICUT: SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WAREHOUSE POINT-SKYLARK ARPK: Closed.

DELAWARE: **GEORGETOWN-SUSSEX COUNTY ARPT: E/W rnwy perm closed. (3-22) Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. (3-29)

WILMINGTON-NEW CASTLE COUNTY ARPT: Jet interceptor acft tfc pattern altitude 1600' MSL. Conventional acft tfc pattern altitude 1000' MSL. Jets use two longest rnwys only. Jet barrier 3' high 400' from apch end rnwy 9. Ctl tower operg in old structure NW arpt.

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution - dynamiting daily, hvy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo rqrd. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mi, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT TOWER: PAR and VHF/DF shut down. (3-29) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg.

FLORIDA: SPECIAL NOTICE: Effect. April 5, Memory Rock, Bahama Island Warning Area W-178 will be rescinded. (2-21)

**BANANA RIVER-PATRICK AFB: Effect. April 17, Warning Area (W-497A) will be amended by deleting that portion N of a line between points at lat 29-02-00, long. 79-19-00, and lat 30-00-00, long. 77-13-00. Effective April 5, Warning Area (W-479A) description is revised as follows: "and excluding the airspace below 5000', 2.5 s miles either side of a line extending between poings at lat 27-00, long. 79-00; lat 27-15-30, long. 78-24, and lat 27-00, long. 77-43 and excluding the airspace below 5000' over Grand Bahama Island and excluding all designated and approved domestic ctl areas. Effective April 5, Warning Area W-479C, is amended to show alts being used "from 27,000' to unlimited" and that the one year temporary restriction originally placed on the area be removed, provided that it is expressly understood by those concerned that when higher alts are reqrd by piloted acft the area will be brought up and reviewed with a view of opening up usable jet acft alts.

BARTOW AIR BASE: AF primary Contract School closed Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat. and Sun. must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day. (2-10)

CHASSAHAWITZKA BAY: Effect April 5, Warning Area W-141, will be rescinded. (2-21)

DAYTONA BEACH-RADIO-SPECIAL NOTICE: Due temporary shut down Daytona Beach, VOR temporary MEA V-3 from Vero Beach to Jacksonville 6500'; V-152 Orlando to over Daytona Beach published MEA adequate. Other airways predicated on Daytona Beach VOR unusable. Restoration of Daytona BeachVOR will cancel this NOTAM. (2-14)

DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28)

DINNER POINT: Effective Apr 5, Warning Area (W-143), will be rescinded. (2-21)

FERANDINA: Effect. April 17, Warning Area W-157A will be established: Name: Ferandina, Fla. Description: Beginning at lat 32-00-00, long. 78-26-00; to lat 32-00-00, long. 77-30-00; to lat 30-39-00, long. 77-30-00; to lat 30-37-00, long. 78-45-00 to point of beginning excluding that portion overlapping Control Areas 1152 and 1153. Activities: Airborne early warning training. Time of Use: Continuous, VFR weather conditions only. Altitude: Surface to unlimited. Controlling Agency: C. O. NAS, Glynco, Ga.

**FT. LAUDERDALE-BROWARD COUNTY INTNL ARPT: Is now included in Cuba-United States trans-border flight notification agreement. Customs service regularly avail 0800-1700 daily except Sundays and holidays. From 0700-0800 and from 1700-2300 Monday thru Saturdays and on Sundays and holidays customs service available at overtime rates. No provision for notifications of customs between hrs 2300-0700 daily. For further details of flight notification agreement see International Flight Information Manual. (3-30)

FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.

HOMESTEAD-RADIO: Hvy tfc E and W courses LFR 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB. (11-23)

HOMESTEAD ARPT: About May 5, fld will be abandoned. (2-28)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R closed to jet acft.

KEY WEST-INTNL ARPT: Large or fast acft taking-off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out; if unable to ctc twr, ctc Key West radio. Caution - const 600' ext to apch end rnwy 8. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only - due to conditions of rnwys. Lndg fee for cargo or charter acft only. Flare pots only lgtg avail. by prior req. Extra fee. (4-15)

LAKE CITY MUN ARPT: S and central ramp areas closed. Transient acft use N end near hangar. (1-19)

MARIANNA-RADIO: About April 2, VOR will be shut down approx June 4 - modernization.

MARIANNA-GRAHAM AIR BASE: Construction - new rnwys parallel N side rnwy 8/26 and W side rnwy 18/36. (11-18)

MAYPORT: Effective April 17, Warning Area (W-158A) will be established: Name: Mayport, Fla. Description: Beginning at lat 30-12-00, long. 78-54-00, to lat 30-07-00, long. 78-00-00; to lat 29-39-00, long. 78-00-00; to lat 29-02-00, long. 79-19-00 to point of beginning. Activities: Air and surface activities for carrier operations, anti-submarine operations and inter-ship and acft operations. Time of Use: Activated upon publication of NOTAMS. Altitude: Surface to unlimited. Controlling Agency: COMFAIR, Jacksonville, Florida.

FLORIDA: MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operg within an area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT-TOWER: About April 10, rcvr 122.5 mc will be decmsnd. FLD: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. (12-6) Taxiway entrance to SW corner USAF ramp clsd. (1-17)

OCHOPEE, BEACON SITE 18, TPA-MIA: Bcn site darkened. (2-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

★ ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT-TOWER: Mar 16, twr operd by Fairchild Aircraft Co. Freq: 272 kc; 126.18 mc. rcvg: 3023.5 kc; 122.5, 126.18 mc. Class: CI. Hrs opern: 0730-1600 Mon thru Fri. (3-20) FLD: Caution - N end rnwy 31 and 34 blkd off - const. Usable length of rnwys reduced to 3500'.

ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Men and equip on fld near intersection N/S and E/W taxiways NE of control twr. Caution in using N/S and E/W taxiways within 500' of control twr. Rnwy lgts NW/SE rnwy inop.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Closed to air carrier acft exceeding 50,000 lbs. xcpt as alternate arpt. Non-aircarrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMIAMI-RADIO: About Apr 3, H fac will be cmsnd. Freq: 209 kc. Ident: TMT. Lctd lat 25-50-06, long. 80-54-36. Class: MHW. (3-23)

TAMPA-RADIO: VOR courses 95°-105° unusable.

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WEST PALM BEACH-PALM BEACH COUNTY ARPT-TOWER: April 2, rcvr 122.7 mc will be cmsnd. About May 1, rcvr 122.5 mc will be decmsnd. (3-30) FLD: All rnwys, xcpt 9-27, unlgtd and bndry lgts inop. (4-7)

WINTER HAVEN-GILBERT FLD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing rnwys after normal operg hrs and wk-ends. (2-3)

GEORGIA: ALBANY-RADIO: VOR coverage at min instr alt 35 n mi. Moderate course roughness exists on and adj to following courses: 20°, 85°, 205°, 279°, 320° from station.

ALBANY ARPT: Clsd to aircarrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-aircarrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of Arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obatin traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT-TOWER: ASR-PAR shut down - modernization. (3-10) FLD: Effect Apr 1, acft arriving arpt will make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use GEORGIA: other available freq. (3-6)

ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy - caution. (9-13)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)

**DAWSON-TERRELL CO. ARPT: 334' (722'MSL) lgtd rdo twr erected 3.5 n mi W (271°T) at lat 31-44-07, long. 84-29-56. (3-21)

**DUBLIN ARPT: New fld. Type: P. Lctn: 3 S. Elev: 300'. No. rnwy: 2. Lngst rnwy & facs: 20-B-S3. Fuel: F1.

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: DME coverage at min en route alt, 35 n mi in all azimuths. About April 2, VOR will be shut down until approx April 30 - modernization. (2-27)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt.

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

**TOCCOA-LE TOURNEAU ARPT: 205' (1195'MSL) lgtd twr erected 2 n mi SW (223°T) at lat 34-34-15, long. 83-19-35. (3-2)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: **ABERDEEN-VANDERFORD ARPT: Abandoned. (3-27)

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

DIXIE USFS ARPT: Closed - const. (9-16)

KELLOGG-SHOSHONE COUNTY ARPT: Fld lgtg inop, xcpt prior req. (11-19)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

**POCATELLO MUN ARPT: Formerly named Pocatello-Phillips Fld. (3-22)

STREVELL BCN SITE #10, SLC-PDT: Inop. (2-23)

TWIN FALLS-RADIO: VOR coverage 115°-150°, 30 n mi at min terrain clearance alt.

TWIN FALLS-JOSLIN ARPT: Trench 25' deep, 30' wide lctd 165' off end rnwy 30. Men, equip in trench. (2-17)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500 feet and 5500 feet. MSL. (6-16)

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BENTON ARPT: Caution - new N/S rnwy under const. (9-9)

BRADFORD-RADIO: H fac usable dist 20 - 25 s mi. (3-1)

**CHICAGO: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft. south of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng. About April 30, LF rng ident will be changed to: MDW. (2-8)

CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: About Mar 30, freq 118.9 mc will be changed to 124.5 mc. (3-13)

CHICAGO-MEIGS FLD: Caution - S end rnwy distance from threshold lights to seawall 90 feet.

CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5° 10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) ILS back course erratic. About April 30, TVOR and ILS lclzr ident will be changed to: MDW; LOM to MD; LMM to DW. (2-8) FLD: Single eng transient acft willlnot be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16) 250' (842'MSL) lgtd smoke stack being erected 9.6 n mi (123°T) at lat 41-41-18, long. 87-33-43.

ILLINOIS: **CHICAGO-O'HARE INTN'L FLD: 147' (787'MSL) lgtd steel twr being erected 2.6 n mi S (175°T) at lat 41-56-21, long 87-53-23. Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to slick hangar, and terminal gates 1, 2 and 3. (1-23) Rnwy 14-32 clsd, const.

CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2 n mi N(360°T) at lat 41-41-00, long 87-33-36. (1-27)

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

DANVILLE-VERMILLION COUNTY ARPT: Caution-const on taxiway strip adj to Rnwy 3-21. NW/SE sod strip closed to all operns. (5-12)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (11-18)

FAIRFIELD ARPT: Closed - const. (9-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (7-5)

**LOCKPORT-LEWIS LOCKPORT ARPT: 250' lgtd twr erected 1.5 n mi S (190°T) at lat 41-35-00, long 88-05-00. (3-6)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MOLINE ARPT-TOWER: Effect 0001 April 8, apch ctl serv will be inaugurated. Class: AC(g).

**MOMENCE ARPT: Abandoned.

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: Unlgtd 5' fence apch end rnwy 22. (10-15)

**PEORIA-LETOURNEAU ARPT: Abandoned. (3-26)

PEOTONE-PADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

ROCK FALLS ARPT: Men, equip. on E side fld durg daylgt hrs - construction. (5-28)

★SPRINGFIELD-CAPITAL ARPT-TOWER: Mar 25, Apch Ctl service inaugurated. Class: ** AC(g). FLD: Men, equip on fld durg daylgt hrs. 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22. (3-7)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

AUBURN ARPT: About April 2, const begins on a 910' (1780'MSL) lgtd TV twr to be erected 3 n mi SSE (167°T) at lat 41-19-59, long 85-03-07 . (3-12)

CAMP ATTERBURY: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)

DYER-TRIANGLE ARPT: E/W strip clsd - const. Turf soft. (2-28)

ELKHART ARPT: N/S rnwy usable at pilots' discretion. (8-22)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.

GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest extended centerline of rnwy 2 will be 43' (633' MSL). (1-5)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENSBURG ARPT: Regrading and seeding N/S rnwy. Use E half only. (11-9)

HUNTINGTON ARPT: Closed all operns - due soft fld. (3-18)

INDIANAPOLIS-RADIO: Follow experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy . One

INDIANA: VORW on 112.9 mc testing intermittently. Mar 19, en route radar control provided in vicinity of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility identified as Rockville Control. Primary trans & recvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (3-13)

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engined acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. (3-9) Rnwy 9-27 used only at discretion of ctl twr. (10-12) Rnwy 4-22 slippery when wet. (2-6)

IA FAYETTE-RADIO : Severe roughness and scalloping VOR radials 100° clockwise 170°. (1-18) About May 31, VOR will be decmsnd and recmsnd at lat 40-29-07, long 87-00-37. Freq will be changed to 112.0 mc. Monitoring category (1). Class: BVOR. (3-26)

LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long 86-36-46.

MADISON: Frequent violations of the Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

ROCKVILLE-RADAR: En route radar control provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio. (3-13)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touch down point. (2-14)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long 91-11-04; W-long 91-14-37.

DAVENPORT MUN ARPT: E/W strip under const. (2-2)

DES MOINES-RADIO: About April 16, VOR/DME will be shut down until approx May 7.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

★LAMONI-RADIO: Mar 26, trans 122.2 mc cmsnd.

LE MARS-WESTMAR COLLEGE ARPT: Land at own risk winter months. (12-5)

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft. wide. (10-25)

OTTUMWA-RADIO: VOR and DME shut down.

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system. (4-12) E/W rnwy clsd. (1-24)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

**COFFEYVILLE-McGUGIN FLD: 219' (947'MSL) lgtd steel structure erected 3.5 n mi SW (215°T) at lat 37-02-57, long 95-36-30. (3-7) NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: About Apr 9, VOR will be shut down approx May 4 - modernization. Freq will be chgd from 114.3 mc to 112.8 mc. (3-30)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28)

GARDEN CITY-NEW GARDEN CITY ARPT: Const of 40' poles 1700' NE of NE/SW rnwy at lat 37-55-00, long 100-43-00. Partially lgtd, unmrkd. (2-6)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft du rg this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

[redacted]: NEWTON-81 ARPT: Restricted services due to by-pass road const on N end of fld, with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All lndgs at pilot's risk. (9-6)

OLATHE: Effect. May 31, Caution Area C-198 is amended as follows: Bounded on the north by lat 38-12, on the east by Victor 161, on the south by Red Civil Arwy 105, and on the west by Amber 4.

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (3-13)

SALINA-RADIO: VOR coverage 202°-257° 35 n mi at min en route alt. (2-2)

TOPEKA-RADIO: About April 23, VOR/DME will be shut down until approx May 14.

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt xcpt in emerg. Extreme caution- temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr.

**WICHITA MUN ARPT: Five 120' (1426' MSL) steel electric transmission twrs lctd 2.8 n mi SE (148° T) at lat 37-36-00, long. 97-24-52. A concrete plant top structure 50' AGL and 100' (1417' MSL) antenna twr erected 3100' N of N end rnwy 1-19 mrkd, lgtd. 128' lgtd steel water tank erected 0.4 n mi ESE of SE corner of arpt. Mowing equip. on fld - days. Dirt pile 2' high 25' N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete area. Sod areas unsafe. (3-28) Men, equip. constructing road for apch lgt lane and operg from immediate S end of rnwy 1-19 to a point 1600' S - days only. Extreme caution - when using S end of either rnwy 1-19 or 14-32. Contact twr for status of rnwys. (3-23)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo-equipped acft to and from Cessna Arpt. Call McConnell twr on 122.5 mc - listen 126.18 mc. Non-rdo-equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc. 119.5 mc. or range voice channels. (8-20)

[redacted]: **ALBANY ARPT: New fld. Type: L. Lctn 6 mi W; hwy S. Elev: 1020'. No of rnwys: 1. Lngst rnwy & facs: 22. Remarks: Ctn-when wet-new turf. Circle Albany for service.

BOWLING GREEN-RADIO: About May 28, VOR/DME will be shutddown until approx June 15- modernization. Freq change from 116.1 mc to 116.2 mc. (3-26)

CARROLLTON-BUTLER ST. PARK ARPT: New Fld. Type: L. Lctn: 2 mi SE; hwy, RR-W Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)

**CLEMENTSVILLE-GULF INTERSTATE ARPT: New Fld. Type: L. Lctn: 6 mi W Liberty. Elev: 1080'. No. of rnwys: 1. Lngst rnwy & facs: 35. (3-15)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi F Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

★FT. KNOX-GODMAN AAF-RADIO: U. S. Army H fac cmsnd. Freq: 396 kc. Ident: FTK. Bear. & dist. to Godman AAF: 172°, 2.7 n mi. Class: MHW. (3-19)

**HENDERSON ARPT: New Fld. Type: L. Lctn: 5 mi WSW; hwy S. Elev: 385'. No. of rnwys: 1. Lngst rnwy & facs: 20. Remarks: P-lines along hwy in N apch. (3-15)

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. (12-22)

**MIDWAY-GREEN MEADOWS ARPT: New Fld. Type: L. Lctn: 3 mi SE; hwy N. Elev: 900'. No. of rnwys: 1. Lngst rnwy & facs: 22. Remarks: Rolling. (3-15)

[redacted]: PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

PERRY PARK ARPT: Clsd - const. (3-2)

**RUSSELL SPRINGS ARPT: New fld. Type: L. Lctn: 1 mi S; hwy E. Elev: 1080'. No. of rnwys: 1. Lngst rnwy & facs: 20. Remarks: Unattended. (3-15)

**SPRINGFIELD ARPT: New Fld. Type: L. Lctn: 4 mi ESE; hwy N. Elev: 810'. No. of rnwys: 1. Lngst rnwy & facs: 19.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°.

[redacted]: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. (3-16)

BATON ROUGE-RYAN ARPT: S taxiway between rnwys 35, 31 closed. Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (3-29)

BOGALUSA ARPT: 400' of W end E/W rnwy unusable const. (9-23)

BOSSIER CITY-RAINBOW ARPT: Closed. (3-12)

★FORT POLK-POLK AAF-RADIO: U. S. Army H fac cmsnd. Freq: 224 kc. Ident: POK. Bear., dist.: 140°, 4 n mi. Class: HW. (3-19)

LAFAYETTE-RADIO: March 21, VOR figt-checked, opern normal.

MINDEN MUN ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MINDEN-WEBSTER ARPT: New fld. under construction. Lctd: 1 mi NW; lat 32-38, long. 93-18;

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120° - 150°, 35 n mi at 1500'.

NEW ORLEANS-RADIO: VOR radial 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

**NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n miles in connection with radar control. FLD: 165' (MSL) lgtd drilling derrick erected 4.5 n mi NNW (345° T) at lat 30-04-19, long. 90-17-47. Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. (8-10)

PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const, marked.

RUSTON ARPT: Const on rnwy extension S end of fld. (3-30)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (10-17)

[redacted]: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft. (3-25)

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

MILLINOCKET ARPT: Apron usable caution due broken pavement. Lgts on rnwy 16-34 inop winter months. Snow removal rnwy 11-29 winter months only. (12-5)

**PORTLAND: Effect. April 3, 1956, the controlled firing area in the Harbor area will be rescinded.

**PORTLAND ARPT: Approx 1200' of S end of rnwy 02-20 closed to acft below 5000 lbs because of equip. crossing rnwy. 400' W end rnwy 10-28 closed. (9-15)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters.

[redacted]: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. About May 14, VOR will be shut down until approx May 25 - modification.

CHARLOTTE HALL-RADIO: About April 13, H fac freq will be changed from 317 kc to 266 kc. (3-28)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliabe beyond 50 n mi 015°-245° at 4500'; 245°-330°, at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy, temp rescinded.

[redacted]: HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' descretion. 60' temp twr erected 1600' N in the apch of N/S rnwy, lgtd. (9-17)

HUNTINGTON-RADIO: About April 13, H fac freq will be changed from 266 kc to 391 kc.

LAYTONSVILLE-DAVIS ARPT: Const-extending rnwy 900' at ENE end. (8-16)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

SHADYSIDE-RADIO: About April 13, H fac freq will be changed from 391 kc to 317 kc.

[redacted]: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BEDFORD-RADIO: Precise rcvr tuning required in NW quad HW fac acct potential interference from Chicopee LF rng. (12-8)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HASCOM) ARPT-TOWER: ILS glide slope and lclzr shut down.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility tower unable to control traffic on apron between radar tower and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to aircraft of 12,500 lbs or less. Turboprop and turbojet acft landings and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 probibited. Caution - const 140' ctl twr lctd Terminal Bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lighted. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to landing areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' bynd 40 n mi. (11-4)

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)

**FORT DEVENS: Effect. April 24, the controlled firing area will be revised as follows: Altitude: Surface to 9000' MSL.. Time of use: Continuous-on a year-round basis.

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail. during drizzle.

NORWOOD-MEMORIAL ARPT: Rnwy lgts inop.

**SOUTH WELLFLEET (CAMP WELLFLEET): Mar 8, Warning Area (W-21) the designated altitude was amended to read: Surface to 61,000' MSL.

WESTOVER-RADIO: Precise receiver tuning required in vicinity Gardner intersection acct potential interference between Chicopee LF rng and Bedford MHW. (12-8)

[redacted]: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (11-11)

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg. only. (11-1)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHESANING ARPT: Lgtd bldg with 16' chimney being erected 180' N at lat 43-00, long 84-00.

CLIO-WESTPORT ARPT: Closed - due to thaw. (3-13)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 400' rnwy 2.

DETROIT WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5/23, 14/32 and old arpt closed to all lndgs and take-offs. Sod area NW of rnwy 5/23 and NE of rnwy 14/32 avail. for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under construction. (3-29)

ESCANABA ARPT: E/W strip clsd during winter months. (1-12)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under const - closed. (11-22)

[redacted]: GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R/36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L/36R clsd all tfc. (11-29)

GRAYLING-McNAMARA ARPT: In event of snow 24 hr notice by telephone rqrd to insure plowed rnwy. (1-18)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction. (9-15)

IONA COUNTY ARPT: Closed to wheeled acft operations. (3-1)

JACKSON-REYNOLDS ARPT: Rnwy 9/27 closed. (2-25)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to [redacted] n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14/32 clsd, from mrkrs to SE, mrkd, lgtd. Const E/W taxiway. Men equipment on field.

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E terminal bldg. 50' unlgtd silo 300' S of water tank. (1-18)

MT. CLEMENS-MACOMB ARPT: Construction on fld. E/W rnwy clsd. (2-27)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Fld clsd to wheeled acft. Snow plow available only in emerg.

ST. IGNACE-MACKINAC COUNTY ARPT: Fld open to ski-equipped acft only. (1-30)

SOUTH BRANCH- TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled acft. (1-19)

STURGIS-KIRSCH ARPT: Const on intsxns to both ends NE/SW paved rnwy, mrkd. (12-1)

WAYLAND ARPT: Closed - due snow. (3-9)

WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution. (9-22)

[redacted]: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Closed all operations. (11-28)

BENSON ARPT: New fld under const - clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39. (11-20

CLARISSA ARPT: New fld under const - clsd all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (11-28)

DULUTH-RADIO: VOR has moderate to severe roughness & scalloping within 9 n mi all azimuths.

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.

ISLE ARPT: New arpt under const - clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450 x 180'. (11-28)

**FERTILE ARPT: New fld; Type: P. Lctn: 1 NNW; elev: 1137. No of rnwys: 1. Longest rnwy & facs: 24. Fuel: Fl.

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n miles in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsnxs rnwy 4/22, 11R and associated taxiways. (9-30)

OWATONNA ARPT: Unsafe for acft over 12,500 lbs. Sodded areas soft - unusable. (4-6)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy clsd for winter. (12-7)

[redacted]: GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No landings. 30 mi pat in use. Three acft in pat-one over rnwy every four minutes. All traffic left, alt. 1000'. (6-20)

McCOMB-PIKE COUNTY ARPT - 8C. MSY-STL: ENE/WSW lndg strip clsd - reseeding.

MISSOURI: **CAMERON ARPT: Abandoned.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off.
FARMINGTON-RADIO: About April 9, VOR/DME will be shut down until approx April 30.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S Rnwys closed.
JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down .
JOPLIN ARPT: NW/SE rnwy closed - construction.
KAHOKA-MONTGOMERY ARPT: N/S strip closed. Use NW/SE strip only.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation.
★KANSAS CITY ARPT-TOWER: Mar 30, twr freq changed from 278 to 299 kc. FLD: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 closed. Sod areas restricted, use taxiways. Extreme caution - men and equip. on field. 70' lighted tower on new bldg lctd 1300' NE from the NE end of rnwy 3-21. (1-6) Construction on 909' MSL lighted steel truss bridge across Missouri River 700' SSE at lat 39-07, long. 94-35. 55'(976' MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08, long. 94-35.
KANSAS CITY-MID-CONTINENT INTERNATIONAL ARPT: New fld, lctd 14 s mi NW at 39-18, long. 94-43, under const. Men and equip. on rnwy-no landing or take-offs permitted.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operating vicinity.
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri.
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130°.
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long 90-35 N to lat 38-54, long 90-35; NNW to lat 39-00, long 90-39;W to lat 39-00, long 90-45; S to lat 38-55, long 90-45; ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 miles. Between 2500' and 5500' MSL.
ST. JOSEPH-RADIO: March 23, VOR/DME flight-checked, operation normal.
ST. LOUIS-LAMBERT FLD: Const on first 1500' both sides of rnwys 12 and 30. Men on fld daylgt hrs only. Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys, apchs rough and unusable. Grass area closed.
ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy closed all transient acft.
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only.
SPRINGFIELD-RADIO: March 5, VOR and DME shut down.
VICHY-RADIO: About April 23, VOR/DME will be shut down until approx May 14.
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk.
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down.
BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
BUTTE ARPT: Open flagged trenches adj rnwy 15-33. Rnwy 2-20 lgtd inop closed ngt air carrier operns only.
CUT BANK-RADIO: Usable dist of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

MONTANA: HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwy 11-29 restricted to acft of 30,000 lbs or less-frost cracks.
LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'.
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA COUNTY ARPT: Taxi strip between rnwy 25 and 29 and first 200' of rnwys 25 and 29 closed to acft of gross wt. over 20,000 lbs.
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST. IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. Homestake FM pattern is 2 mi wide and 4 mi long.
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed.
**BENKELMAN ARPT: 60' (3218'MSL) lgtd twr erected 1/2 n mi N at lat 40-04-10, long. 101-31-30.
LINCOLN-RADIO: ILS glide slope shut down until approx Apr 30 - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline.
**NORTH PLATTE-LEE BIRD FLD: Boundary lights discontinued.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar.
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an altitude of 10,000 ' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed-const. Occasional blasting operns rock quarry S edge of airport.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
**BATTLE MOUNTAIN-35 SFO-SLC: 100' lgtd steel twr erected 1000' NW of NW/SE rnwy.
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt.
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All Pilots contemplating flgt within a 200-mi. radius should be on alert for special NOTAMS which will restrict flgt in certain areas.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
NEEDLE PEAK BCN SITE #32, SFO-SLC: Inoperative.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'; DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable in in-bound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: Only VOR airway radials flight-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition infor is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel: Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

CONCORD ARPT: 3' cones alongside rnwys 17/35 and 12/30. Rnwy 3/21 clsd winter months.

KEENE-RADIO: H fac usable range, 20 n mi. (7-9)

LEBANON ARPT: No snow removal from rnwy 7/25. (2-1)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.

NEW JERSEY: **ALBION ARPT: New fld. Type P. Lat. 39-46, long. 74-57. Lctn: 2.0 NE. No. of rnwys: 1. Lngst rnwy & facs: 24 - S3. Fuel: F2. Remarks: P-line SW. Elev:150'

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns.

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip. on fld during const. new 8000' rnwy 14/32 - not usable on any part. Other rnwys open to civilian & military tfc.

BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

KEYPORT-WALLING FLD: Clsd. (1-6)

MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail. on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO: SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)

NEWARK ARPT: ALL ACFT: Closed to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo required. Rotary wing acft operg at terminal. NATCC preferential rnwy sys in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obtn lgts 20' high. Taxiway from Bldg 1 to NE taxiway clsd, mrkd, lgtd. New taxiway N parallel to rnwy 11/29 from Terminal Bldg to apch rnwy 11 open, mrkd, lgtd. New bridge 275' high, 1000' S L.V.R.R. completed. Floodlgtd Calco stack being dismantled. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of official orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**PATERSON-MURCHIO ARPT: Fld closed - moving to Morristown Arpt, N.J. (3-13)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1/19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6/24 E side N of intsxn. NW/SE taxiway designated as rnwy 14/32 for civil and mil acft of gross rated take-off wt under 9000 lbs. Rnwy 32 clsd for take-offs rnwy 14 closed for lndgs. Rnwy 14/32 avail ngts only on special req. Equip. on fld - days. Const. adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst. alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only. (2-8)

NEW MEXICO: CARLSBAD-RADIO: Mar 26 VOR shut down until approx Apr 16 - modernization. Freq will be changed to 116.3 mc. (3-26)

CARLSBAD ARPT: Rnwy lgts on 3/21 only - remainder lgts inop. (3-14)

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 8R/26L and 13/31 clsd to all operns. (3-20)

FARMINGTON ARPT: Rnwy 6/24 rough at intersections W taxiway.

GALLUP: Demolition activities 9 s mi SE, Mon thru Fri, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)

★HOBBS-RADIO: VOR freq changed to 116.6 mc. Mar 23, VOR flgt-checked, opern normal.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from station.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (5-2)

OTTO-RADIO: VOR radials usable 26 n mi.

ROSWELL-RADIO: About Apr 14, VOR will shut down approx May 1 - modernization.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

NEW YORK: ALBANY-RADIO: About Apr 2, VOR will be shut down until approx April 13 - modification. (1-5)

★BETHPAGE-GRUMMAN ARPT: Cl twr also trans and rcvs 142.74 and 233.8 mc. (3-29)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6) About April 16, VOR will be shut down until approx April 27 - modification. (1-5)

BUFFALO ARPT: E/W and N/S rnwys clsd ngts.

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official business only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. (1-6)

GOUVERNEUR ARPT: Clsd winter months. (12-18)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N & NE quads of LF rng acct potential interference from Westfield LF rng.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip. on fld.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5)

MASSENA-RICHARDS ARPT: All sod areas clsd - use paved rnwys only. (6-24)

MIDDLETOWN-RANDALL ARPT: Clsd. (1-7)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd.

★NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. Mar. 23, Auto voice ident on LOM perm discontd. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of Bullseye at Marine Air Terminal. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft.

NEW YORK: NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. N end N/S rnwy used for taxiing. Only NW/SE rnwy open to tfc. Shoulders on SE end NW/SE rnwy soft. No ngt flying permitted. (1-16)

NIAGARA FALLS ARPT-TOWER: About May 31, trans and rcvr 121.9 mc will be decmsnd and 121.7 mc cmsnd. Class: C(g.7) (3-29) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const. (9-22)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24) About June 4, VOR/DME will be shut down until approx June 11 - modernization. Freq change from 112.9 mc to 116.7 mc. (3-26)

PLATTSBURGH MUNICIPAL ARPT: Effective 9 Feb., VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of Hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215° - 270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS: Caution - heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

**SCHENECTADY-COUNTY ARPT: 246'(1346'MSL) TV twr erected 6 n mi NW(302°T) at lat 42-55-00, long 74°-02-35. (3-26) Rnwy 15-33 clsd. Due to nonvisibility twr unable to ctl tfc apch end rnwy 10, National Guard ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using tactical left hand pat at 1878' MSL.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'

WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-19)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WATERTOWN MUN ARPT: Rnwys, taxiways and ramp areas mrkd - snow removal.

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Beginning April 15, glider and soaring operns will be conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA: **CHARLOTTE-CANNON ARPT: Abandoned.

CHARLOTTE-DOUGLAS ARPT: During taxiway const, the taxiway between N/S taxiway and rnwy 11-29 clsd to all operns. N/S taxiway S of rnwy 5-23 clsd to all operns during daylgt hrs Mondays - Fridays. Rnwy 11-29 and taxiway between rnwys 23 and 29 clsd to all operns during daylgt hrs Mondays-Fridays and to 4-eng acft at all times. Hi-intensity lgts on rnwy 23 inoperative. (3-12)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.

GREENSBORO-HIGH POINT ARPT-TOWER: About April 9, ILS glide slope and MM facs will be shut down until approx June 19 - relctn. (3-8) Glide slope flyable to 20' above rnwy. No touchdown point. (3-30)

GREENVILLE-PITT-GREENVILLE ARPT: 1000' SE end NW/SE rnwy - closed, mrkd.

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310° - 360°, 35 n mi at min instr alt.

★RALEIGH-DURHAM ARPT-TOWER: ILS back-course has no restrictions. (3-26)

**RALEIGH DURHAM-ARPT: 160'(670'MSL) lgtd rdo twr erected 2.9 n mi NNE(30°T) at lat 35-46-43 long 78-38-30. (3-14) Due to non-visibility tower unable to control traffic on taxiway between runways 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 nautical miles and/or a ceiling of less than 1000 feet.

SALISBURY ARPT: Boundary lgts inoperative. (2-16)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (3-9)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. (9-27)

NORTH DAKOTA: DEVILS LAKE ARPT: Clsd to wheeled acft. (2-9)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

★GOLVA-RADIO: Mar30, VOR and DME perm decmsnd.

MINOT-PORT O'MINOT ARPT: Several unmrkd and unlgtd 29' poles erected 1900' NW end of NW/SE rnwy. (9-1) 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy. (1-5)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27)

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron Ohio acrobatic -- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)

**BEDFORD-MILES AVE ARPT: Abandoned. (3-2)

CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60°-150°, 35 n mi at min en route alt. (1-14) About June 18, VOR/DME will be shut down until approx July 6 - Modernization. Freq changed from 115.6 mc to 115.4 mc. (3-26)

CINCINNATI-GREATER CINCINNATI ARPT-TOWER: ILS glide slope usable to apch end rnwy 36. (5-16)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas flagged and lgtd. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr.

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' const derrick 1900' off apch and 900' left of centerline rnwy 5L-lgtd. (3-22)

COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35°-50° and 305°-325°. (1-16)

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules -- Take Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27 a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'' (12-6)

OHIO: DAYTON ARPT: No grass operns. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (2-13)

DAYTON-MONTGOMERY COUNTY ARPT: Men and equip. on fld. (9-23)

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'. LF rng unreliable. Usable for homing only.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.

HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 110°. (3-28)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORWALK ARPK: Closed. (5-19)

PORT CLINTON ARPT: Const S end N/S rnwy. Acft rqr approval before using sod area durg wet wea acct soft, xcpt when frozen. Lgtd wind tee SW corner of arpt. (11-10)

PUT-IN-BAY ARPT: Closed. (1-31)

SPRINGFIELD ARPT: Caution - uncontrolled jet tfc operg off fld. (9-29)

TILTONSVILLE-SCOTT ARPT: Green code bcn perm discontd. (2-17)

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260° - 280°, 35 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: 205' (845'MSL) twr being erected 8 n mi NE (60°T) at lat 41-44-23, long. 81-14-09. (2-11)

WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25)

** FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const - deep ditches 300' SE apch end rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

**ZANESVILLE-COMMERCE ARPT: Abandoned. (3-27)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

✱BARTLESVILLE-PHILLIPS ARPT-TOWER: CI twr rcvr 122.7 mc cmsnd. About April 20, rcvr 122.5 mc will be decmsnd. (3-20)

DUNCAN-HALLIBURTON ARPT: Men and equip. on fld. Use caution. (7-15)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (8-4)

FREDERICK ARPT: 150' (1375'MSL) lgtd temp oil well drilling rig erected 1.2 n mi S (197°T) at lat 34-20-10, long. 99-00-00. (3-15)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

OKLAHOMA CITY-WILEY POST ARPT: 150' water twr erected NE corner.

PONCA CITY-RADIO: About May 7, VOR will be shut down until approx May 28. Freq will be changed from 117.3 to 113.2 mc. (3-28)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes. (11-30)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'.

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. Rnwy 3R-21L daylgt hrs only.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEND-STEARNS ARPT: Clsd winter months - snow. (12-12)

CRESCENT LAKE JUNCTION ARPT: Closed winter months - snow. (12-12)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE ARPK: 45 ft unlgtd poles, 750' S SE end rnwy. Housing and street const adj SE end of rnwy. (10-11)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to

OREGON 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

IDANHA-SANTIAM JUNCTION ARPT: Closed winter months - snow. (12-12)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N/S taxiway closed. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45' - caution - equip. crossing rnwys. (8-1)

LAPINE ARPT: Closed winter months - snow. (12-12)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked of en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)

TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.

WARRENTON: Effect. June 16 thru 30 inclusive a temp controlled firing area will be established: Name: Warrenton, Oregon: Description: North boundary: lat 46°10'04"; E. boundary: long. 123°55'45"; S boundary: lat 46°01'00"; W boundary: lohng.124°-20'00". Altitude: Surface to 20,000'MSL. Time of use: 0800-1700 daily. Activities: Drone operations, AAA firing. Controlling Agency: Oregon National Guard, Camp Clatsop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

**ALTOONA-BLAIR COUNTY ARPT: 34' p-line erected 1400' S end of N/S rnwy in line with E bndry fld-unmrkd. Unlgtd hangar erected 200' NE rnwy intsxn. (2-29)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy-hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi- due hvy interference.

**CANADENSIS-BARRETT ARPT: Abandoned. (3-20)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

CLEARFIELD ARPT: Closed. (2-2)

DU BOIS ARPT: Closed. (6-10)

ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229'MSL. Class: BVOR. (3-30)

EMLENTON ARPT: Closed. (2-13)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.

ERIE-PORT ERIE ARPT-TOWER: All components of ILS, xcpt MM and LMM shut down indefinitely - rnwy const. Apch lgt lane will remain in opern. (12-1)

GETTYSBURG: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

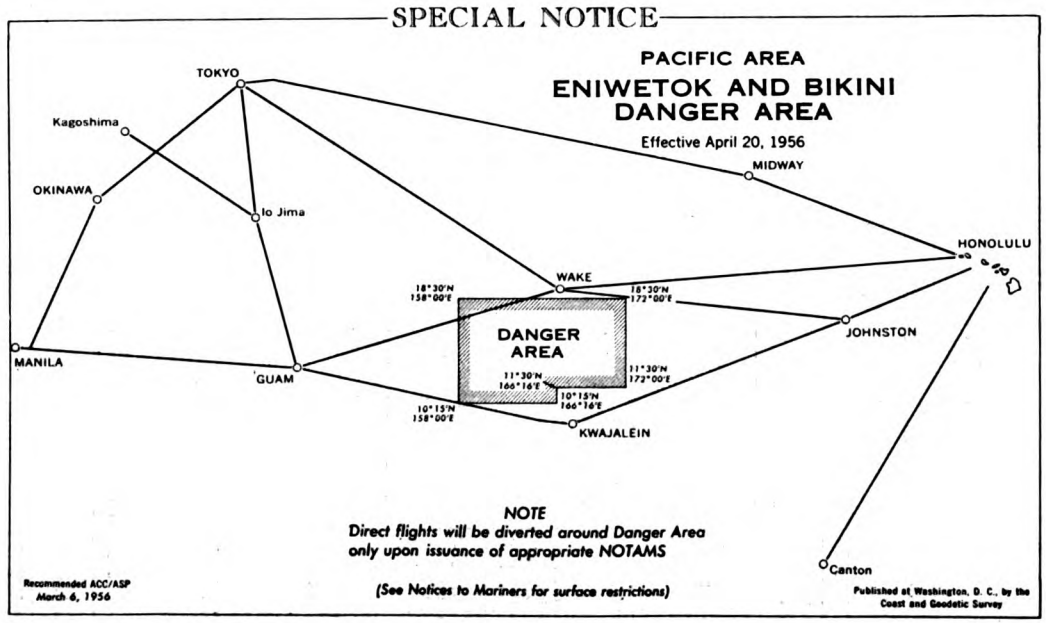
PENNSYLVANIA: GETTYSBURG ARPT: February 15 - April 1, closed.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt.
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.
★LANCASTER-RADIO: TVOR cmsnd Mar 21 - owned and operd by Lancaster Airport Authority. Freq: 111.8 mc, ident: LNS. Lctd lat 40-07-15, long. 76-18-15. Elev: 403'. Monitoring category (3). Class: TVORW. Usable dist. 17 n mi at MIA.
NEW CASTLE ARPT: Caution landing jet acft using tactical overhead approaches at 1500' MSL. Conventional acft tfc pat altitude 1000' MSL. Jet barrier 3' high lctd 400' from approach end runway 9. Control twr operg from old structure NW. Unlgtd TV antenna lctd on E apch to E/W rnwy.
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp Atlantic Aviation taxiways from ramp to rnwy 17 and 250' apch end rnwy 17. Rnwy 12 clsd lndgs. Rnwy 30 clsd take-offs, avail. for lndgs acft under 25,000 lbs when wind exceeds 25 knots. Unusable under other conditions xcpt emerg. Two 90' booms 3,000' SW rnwys 4 and 9, flagged days, lowered ngts. 125' pile driver approx 700' W extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35, mrkd days, lgtd ngts, moving and working westerly. Effect. immediately all transient acft will park at executive term, transportation and services avail., load and unload stops at Pier C only avail for 3 min. Transient parking prohibited at Pier C. Acft rqrg customs serv use Pier C then move to executive terminal for static parking.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10.
PHILIPSBURG-ALBERT ARPT: Caution - hvy equip. W of intsxn and N side E/W strip.
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189.
PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS glide slope shut down. FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two-ft trenches lctd 5 to 30 ft from edges and ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. About April 9, a lead in lighting sys serving the E/W rnwy 27 will be cmsnd. The sys consists of green bar lgts across the rnwy at the threshold and 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement.
PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n miles.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end Rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control traffic S taxi strip leading to rnwy 5.
ST. MARY'S ARPT: Fld under const. Land on N side of E/W strip.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. About May 7, VOR will be shut down until approximately May 28 - modification.
SOMERSET-COUNTY ARPT: 200' lgtd temp micro-wave rdo twr erected 8.5 n mi NW (328°T) at lat 40-10-48, long 79-07-49.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at min en route altitude.

PENNSYLVANIA: TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
TOWANDA ARPT: Closed - flooded.
WARREN ARPT: Caution - unsafe due to flood.
WASHINGTON ARPT: Closed to transient acft.
WAYNESBURG-GREENE COUNTY ARPT: Runway lights inoperative.
WILKES-BARRE-WYOMING VALLEY ARPT: NW/SE runway closed.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution - NW/SE strip under const.
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths.
CHARLESTON-AFB MUNICIPAL ARPT: About April 2, rnwy 3-21 will be clsd. Heavy equip. and const vcnty intersection rnwy 3-21 and 15-33.
COLUMBIA ARPT-TOWER: Feb 10, operns transferred to mobile control tower unit lctd on ramp approx 175' N of and midway of a line parallel to rnwy 28. Voice on lclzr inop. FLD: Rnwy lgts not controllable from twr. Ramp area adj to mobile twr clsd, use taxiways only. Apch end of rnwy 23 not visible from mobile twr below 200'.
FLORENCE-RADIO: Mar 20, VOR flgt-checked. VOR radials 220° thru 265° unusable acct excessive roughness. Usable dist, 38 n mi at MIA.
GEORGETOWN-COUNTY ARPT: Bcn, obst, and all lndg area lgts inop.
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.
MYRTLE BEACH ARPT: Caution - men and equip paving intsxn. Act not equipped with radio land on W end of E/W rnwy beyond intsxn.
NICHOLS ARPT: Caution - construction.
ORANGEBURG: Const - men and equip on field.
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operations.
EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any altitude due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of boundary lgts, usable for lgt acft at pilot's discretion.
MILLER ARPT: Open only to ski-equipped acft.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE ARPT: Rnwy 17-35 operation normal.
RAPID CITY-RADIO: About May 3, VOR will be decmsnd and relctd to lat 43-58-34, long 103-00-44.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
SIOUX FALLS-RADIO: About April 16, ident LF and VOR ranges will be changed from SUJ to FSD.
SIOUX FALLS-FOSS FLD-TOWER: About April 16, ILS lclzr ident will be changed from SUJ to FSD: LOM to FS, LMM to SD.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF range.
CROSSVILLE-RADIO: Mar 13, VOR shut down until approx Apr. 3. During this period, the DME will also be out of service. V-51 from Chattanooga to Louisville, V-16 Nashville to Knoxville, V-16S Graham to Crossville, Tallassee, Rasar, Norris, Highway, Loudon, Sweetwater, Georgetown and Clinton Intersections will be unusable during this period.
DYERSBURG-RADIO: Mar. 5, VOR shut down until approx April 2 - modification.
★GAINSVILLE-RADIO: Navy H fac cmsnd. Freq: 263 kc. Ident: NQ4. Lctd lat 35-24-39, long. 89-37-22. Bear, dist Memphis NAS: 248°, 12.3 n mi. Pwr output, 25 watts. Oper cont. Class: MHW.

TENNESSEE: JACKSON-RADIO: About April 5, VOR will be cmsnd. (3-9)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control. (8-15) About April 2, LOM will be shutdown until approx April 16, conversion to MHW, name changed to Brooks, ident BXS. No change in freq. (2-27)
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270° 35 n mi at MEA. (12-16)
NASHVILLE-BERRY ARPT: Temp 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33. (1-3)
★ TERRELL-RADIO: Navy H fac cmsnd. Freq: 242 kc. Ident: NQ3. Lctd lat 35-25-00, long. 90-17-02. Bear, dist to Memphis NAS: 097°, 19.3 n mi. Oper cont. Power output 25 watts. Class: MHW. (3-19)
TRI-CITY RADIO: VOR courses 130° thru 185° displaced clockwise in excess of allowable tolerance. LF rng has moderate to severe multiples on all courses. (11-15) About April 2, VOR will be shut down approx April 30 - modernization. (2-28)
TEXAS: ABILENE-RADIO: VOR radials 180°-235° unusable - severe scalloping. (1-20)
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control traffic on taxiway from large hangar N including T-hangar area. (2-16)
ALICE MUNICIPAL ARPT: Bndry lgts rnwy 13/31 inop.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5) serving Corpus Christi NAS, inop. (12-9)
BEAUMONT-RADIO: About April 2, VOR will be shut down approx April 30 - modernization. (2-28)
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
CHILDRESS-RADIO: March 7, VOR shut down until approx April 10, cmsnd, freq will be changed to 117.6 mc. (3-30)
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 3000'.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.
DALLAS-LOVE FLD-TOWER: ASR will issue distance values in n miles in connection with radar control. (3-16) FLD: 611' MSL lgtd stack 2000' SE end rnwy 13/31 lowered below 549' MSL adjoining bldg. 110' lgtd boom lctd 2900' S of present term. bldg. (3-19)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
DUMAS ARPT: New arpt, lctd 1.5 mi W of City with one paved NNE/SSW rnwy 4400' long, opened to tfc. (6-15)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1)
FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° TEXAS: restricted beyond 20 mi acct scalloping. (2-14)
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)
**FT. WORTH: Effect. April 9, temporary controlled firing area described as follows: Beginning at lat 32-40-00, long. 97-25-00; thence to lat 32-35-00, long. 97-25-00; thence to lat 32-35-00, long. 97-25-08; thence to lat 32-40-00, long. 97-25-15; thence to point of beginning. Activities conducted: 60 MM mortar firing. Altitude: Surface to 1000'. Time of Use:0800-1200. Controlling Agency: Texas Christian University ROTC.
**FORT WORTH-T.C.U. ARPT: Abandoned. (3-21)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
HONDO AIR BASE: Inten. day and ngt USAF primary trng VFR to 10,000' Mon - Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg. or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730-1615, approx 12.2 n mi E.
HOUSTON-RADIO: VOR courses 120°-140° unusable acct scalloping and bends. (7-16)
**HOUSTON-CLOVER ARPT: 1196' (1236' MSL) lgtd TV twr erected 3.3 n mi S (177°T) at lat 29-27-57, long. 95-13-24.
HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder NW/SE rnwy. Men & equip. on sod area between new terminal apron & the E/W, NE/SW and NW/SE rnwys. Stay on pavement. (10-25)
**IRVING-JAP LEE AIRSTRIP: New fld: Type: P. Lat 32-51; long. 96-57. Lctn: 3 mi N. Elev: 420'. No. of rnwys: 3. Lngst rnwy & facs: 17. Fuel: Fl. (9-18)
JASPER COUNTY ARPT: Beacon inop. (1-11)
JUNCTION-RADIO: Mar 12, VOR shut down until approx April 2 - modification. When re cmsnd, freq will be changed to 116.0 mc. (3-12)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LAREDO-RADIO: Mar 3, VOR shut down until approx May 5, modification. (3-12)
LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' E of centerline N/S rnwy, 500' S of N taxiway. (12-16)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs. (1-24)
MIDLAND ARPK: Use rnwys only - no lgts avail. Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. Mar 20, VOR shut down until approx May 22 - modification. (3-20)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7/25 clsd. (9-1)
PALACIOS-RADIO: About April 16, VOR will be shutdown until approx June 18. (3-2)
PERRYTON ARPT: Bndry and beacon lights inoperative.
PT. ISABEL ARPT: Unattended. No fuel or services. (4-2)
QUITMAN-RADIO: About April 2, VOR will be shutdown approx April 30 - modernization.
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. About April 16, VOR will be shut down approx June 18 - modernization. (3-8)
SAN BENITO ARPT: Feb 29, const began on lighted radio antenna lctd 2.4 n mi NW (295°T) at lat 26-09-12, long. 97-39-45. (2-11)
SHERMAN ARPT: Caution - equipment on fld. (1-7)
SNYDER-WINSTON ARPT: Erection of 145' drilling rig 500' E and 800' S. Erection of 131' drilling rig 660' S and 500' E of N/S rnwy - marked and lighted. (6-8).

TEXAS: TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution. (10-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs, usable for taxiway only.
WINK, 18, ELP-FTW ARPT: Rnwy lgts inop rnwy 13-31. Equip on fld, open ditches adj all rnwys. (3-9)
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
JORDAN NARROWS: Temporary Controlled Firing Area is amended as follows: Time of Use: June 3 to June 24, 1956 inclusive.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290°-and 350°. VOR coverage this area 17 n mi at 6500'; 30 n mi at 11,000'; coverage 10°-135°, 22 n mi at min en route alt. DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°; 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'.
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm. (tel Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd during winter months acct no snow-removal. Open to ski operns only. (1-4)
BRISTOL ARPT: E/W rnwy closed-obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound heading 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.
MIDDLEBURY ARPT: Closed-xcpt prior arranged flgts- due soft ground. (3-6)
VIRGINIA: ALEXANDRIA (HYBLA) ARPT: Perm. closed March 31, 1956.
BLACKSTONE AAF: Fld clsd to civil acft. Parachutte dropping exercises in progress; caution when in vcnty. Contact Blackstone Rdo for advisory info.
BRIDGEWATER-SHEN-MEYER ARPT: Fld soft when wet during winter months. (11-25)
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. Feb 8, until approx May 8 INSACS will be discontd-Martinsburg, W. Va. will control VOR and LF rngs. Auto. wea trans entered on Service A. (2-7)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. About April 23, VOR will be shut down until approx May 4 - modfication. (1-5)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials 185°-240°, usable only to 22 n mi at min en route instr alt.
LEESBURG ARPT: New 3500' E/W strip closed-old strip lying parallel and S will be available - 2200'. (3-14)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT: Const S of terminal ramp and adj to N/S taxi-way. Men and equip on fld, daylgt hrs.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi engine executive and non-scheduled acft. (9-15)
ROANOKE-WOODRUM FLD: Due to non visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. Men and equip adj all rnwys and taxiways - caution.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
★BELLINGHAM-RADIO: March 15, H fac flgt checked and cmsnd. Freq: 201 kc. Ident: BGH Lctd at lat 48-51-58, long. 122-32-07; 4.46 s mi N of N end N/S rnwy Bellingham Arpt. Class: MHW. (3-16) VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.
EASTON ARPT SITE 5-B, SEA-HLN: Closed-snow. (11-3)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown, prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080° - 160° below 9000 feet; operates 0700 - 2300 daily, 30 minute notice other hours. (2-23)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000 feet all other quads. (11-1)
MOUNT CATHERINE BEACON SITE NUMBER 4, SEA- HLN: Beacon inoperative. (2-16)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135° - 155°, 43 n mi at 7000'; 155° - 225°, 43 n mi at 5000'; 225° - 275°, 17 n mi at 5000'; 275° - 340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 nautical miles at 2000'. 143° radial on Portland, Oregon intersection usable for 35 nautical miles at 5000 feet. (5-3)
OLYMPIA ARPT: Farming area adjacent to all taxiways and runways spring, summer and fall. (5-14)
OTHELLO ARPT; Caution - unlighted power line approximately 50 feet high east end - unmarked.
SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (3-15)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'. (3-15)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off light plane strip made toward tower. Heavy aircraft make traffic pattern west of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility tower unable to control traffic west blast fence in front of Boeing Flight Center and parking apron number 4.
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (8-17) Glide slope point of touchdown 1314' North of apch end runway 34. Glide slope rough not approved for automatic approach. (3-15) FLD: Soft dirt along both sides and north end north 1000 feet runway 16-34. (3-15)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224° - 264°, 43 n mi at 6000'; 264° - 36°, 43 n mi at 8000'. (6-17)
SPOKANE-CALKINS ARPT: Rnwys N/S and E/W closed. (8-30)

WASHINGTON: SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 260°-280° unreliable; 280°-330°, 40 n mi at 9000'; 330°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21 - caution. Rnwy 16-34 clsd - const.
SPOKANE-LEMEN ARPT: Caution - strip soft.
TACOMA ARPT: Rnwys being repaired. Roller and other equip. on fld and rnwys. Caution-Land according to wind tee between rnwys. (1-26)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298° 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: **BECKLEY-RALEIGH COUNTY MEMORIAL ARPT: Five 90' lgtd poles 1 mile E rnwy 28.
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. About May 7, VOR/DME will be shut down until approx June 8 - modernization. (3-26)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (2-24)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'
MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy. (5-4)
WISCONSIN: CABLE-UNION ARPT: Closed. (1-14)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. (10-31)
★MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. Mar 8, VOR relctd to lat 43-07-01, long. 88-17-05 and freq changed to 113.8 mc. Class: BVOR. (3-28)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-9). FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip closed to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. (1-9)
OSHKOSH-WINNEBAGO COUNTY ARPT: Use N, S, E and W rnwys only durg winter mos.
★TRUAX-RADIO: USAF H fac cmsnd. Freq: 344 kc. Ident: TAX. Lctd at lat 43-13-30, long. 89-20-20. Bear., dist.: 176°, 5.0 n mi. Class MHW. (3-21)
WAUKESHA-COUNTY ARPT: Rnwy lgts being moved from NE/SW rnwy to E/W. Do not land NE/SW rnwy. (11-3)
WOODRUFF-ARBOR-VITAE-RADIO: Privately owned MH fac shut down until May 1, 1956. (Except on req.) (11-9)
WOODRUFF-ARBOR-VITAE ARPT: Clsd winter months. (11-9)
WYOMING: **BUFFALO ARPT: 173'(4780' MSL) lgtd steel guyed twr erected 2 n mi NW.
CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. About April 9, VOR will be shut down approx May 9 - modernization. Freq will be changed to 116.2 mc. (3-23)
CASPER-NATRONA COUNTY ARPT: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets.
CHEYENNE ARPT-TOWER: About April 17, ILS glide slope and lclzr will be shut down. About Apr 24, glide slope freq will be changed to 333.8 mc, lclzr to 109.9 mc. (3-19)
WYOMING: GILLETTE ARPT: 50-75' West shoulder 1500' from North end N/S strip soft - closed to heavy aircraft.
JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)
KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet. (11-6)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
RIVERTON ARPT: Men and equip. on fld. (1-5) E/W rnwy closed. (9-10)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
★ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng. Mar 19, trans 122.2 mc cmsnd.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd. - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution. (10-4)
PUERTO RICO ★SAN JUAN-PUERTO RICO INTERNATIONAL ARPT-TOWER: Effect. April 1, trans and rcvr 126.18 mc will be discontd. (3-9) FLD: Parking circle 2, 3, 4 and 5 on N departure ramp not fully visible from twr. Caution. (6-7)



Revisions to Instrument Approach Procedures

VHF OMNIRANGE (VOR) PROCEDURES

(DISTANCES ARE IN STATUTE MILES)

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BROWNSVILLE, TEXAS Rio Grande Valley Intn'l Arpt. 22 BVOR BRO Procedure Number 1 Amendment Number 2 Effect: 5 May 1956. Supersedes Amdt. No. 1 dated 22 January 1955. Major Changes: Lower missed approach altitude. Minor changes in transition courses.	Brownsville LFR	103 3.7 n	1200	N side of crs. 062 - outbnd 242 - inbnd 1200 within 10 n mi.	600	242 2.3 n	2 Engine or less T-dn C-dn S-dn 26 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	Within 2.3 nautical miles climb to 1200' on radial 282° within 20 nautical miles. CAUTION: 156' Water Tank 0.5 miles West of airport.
	Los Fresnos FM	138 10.2 n	1200				More than 2 Engine T-dn C-dn S-dn 26 A-dn		200-0.5 500-1.5 400-1 800-2	
	Brownsville LOM	138 3.9 n	1200							
SEATTLE, WASH. Boeing Field 17 BVOR DME SEA Jet Aircraft Procedure Number 1, Amendment Number 1. Effective: 5 May 1956. Supersedes Original dated 26 November 1955. Major Changes: Delete standard procedure turn; specify Teardrop type procedure turn; revise missed approach wording; add initial approach altitude, 20,000 feet.	All directions From 15 nautical mile fix to Harbor Island FM (final)	145 6.0 n miles	20,000 2000	Teardrop type procedure turn. 290 - outbnd 145 - inbnd Start descent over station. At one half initial approach altitude; execute descending right turn within 20 n miles. Complete turn on 145° inbnd crs. minimum altitude 4000'.	Over Harbor Island FM* 2000	117 3.2 n mi. from Harbor Island FM.	All Aircraft T-dn C-dn A-dn	300-1 1500-2 1500-2	300-1 1500-2 1500-2	Within 3.2 nautical miles of Harbor Island FM turn right climb to 2000' outbnd on 270° radial SEA-VOR. At 10 nautical miles from VOR commence climb to 14,000' within 25 nautical miles or as directed by ATC. *Or 9.0 nautical miles from SEA-VOR/DME.
Procedure Number 2 Jet Aircraft, Amendment Number 1, Effective: 5 May 1956. Supersedes Original dated 26 November 1955. Major Changes: Delete standard procedure turn; specify Teardrop procedure turn; revise missed approach wording; add initial approach altitude 20,000 feet.	All directions 20 nautical mile fix to SEA-VOR -DME (final)	040 20.0 n miles	20,000 2000	Teardrop type procedure turn. 250 - outbnd 040 - inbnd Start descent over station. At one half initial approach altitude execute descending left turn within 20 n miles. Complete turn on 040° inbnd crs. minimum altitude 4000 feet.	2000	342 5.0 n mi.	All Aircraft T-dn C-dn A-dn	300-1 1500-2 1500-2	300-1 1500-2 1500-2	Within 5.0 nautical miles turn left climb to 2000' outbnd on 270° radial SEA-VOR. At 10 nautical miles commence climb to 14,000' within 25 nautical miles, or as directed by ATC.

INSTRUMENT LANDING SYSTEM PROCEDURES

(DISTANCES ARE IN STATUTE MILES)

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ALBUQUERQUE, NEW MEXICO Kirtland AFB/Mun 5352 Procedure Number 1, Amendment Number 13. Effect: 5 May 1956. Supersedes Amdt. No. 12 dated 11 December 1955. Major Changes: Add transitions from Bernardo Intsxn and Belen MH. Distances indicated in nautical miles.	Albuquerque LFR	LOM	159 1.1 n	7000	W side S crs. 170 - outbnd 350 - inbnd 7000 within 10 n mi.	6400	6400 3.8 n	5530 0.6 n	2 Engine or less T-dn C-dn S-dn Rnwy 35 A-dn	300-1 500-1 200-0.5 600-2	300-1 500-1 200-0.5 600-2	Turn left to 325° heading and climb to 8000' on N crs. ABQ LFR or 010° radial ABQ VOR within 20 nautical miles. Alternate Missed Approach: When directed by ATC turn left and climb to 8000' on 256° radial ABQ VOR within 20 nautical miles. CAUTION: Terrain exceeding 8000' E of ILS localizer - all turns to be made W of course.
	Albuquerque VOR	LOM	104 11.7n	7000					More than 2 Engine T-dn C-dn S-dn Rnwy 35 A-dn		200-0.5 500-1.5 200-0.5 600-2	
	La Joya Intsxn.	LOM	354 25.0n	7500								
	Peralta Intsxn/FM (final)	LOM	350 9.1 n	6400								
	Aden Intsxn	LOM	170 26.0n	9000								
	Weiler Intsxn	LOM	170 16.8n	7000								
	Kirtland Intsxn	LOM	170 5.0 n	7000								
	Intsxn 090 radial ABQ VOR & ILS South crs.	LOM	170 2.6 n	7000								
	Intsxn 107 radial ABQ VOR & ILS South crs.	LOM	350 0.7 n	7000								
	Belen RBN	LOM	004 13.1n	7000								
	Bernardo Intsxn.	LOM	349 34.0n	8000								
BURBANK, CALIF. Lockheed Air Terminal. 764 ILS BUR Procedure Number 1 Amendment Number 6, Effective: 5 May 1956. Supersedes Amendment No. 5 dated 6 August 1955. Major Changes: Second transition from Fillmore added; transitions from Shoreline Intsxn and Saugus Intsxn added.	Burbank LFR	LOM	251 9.5 n	*5000	S side of crs. 256 - outbnd 076 - inbnd 4100 within 10 n mi. W of LOM. (Beyond 10 n mi. NA.)	4100	4078 12.3 n	1268 1.7 n Inner compass locator 882 0.4 n	All Aircraft #T-dn C-d C-n S-dn Rnwy 7 A-dn	300-1 900-1.5 900-2 600-1 900-2	300-1 900-1.5 900-2 600-1 900-2	Turn right and climb to 4100' on W course of BUR ILS to LOM. Alternate Missed Approach: When directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn continuing climb to 5000' while homing on BUR LFR & hold at BUR LFR in non-standard 2 minute pattern on SE course; or, if directed by ATC, climb to 5000' on SE course of BUR LFR. CAUTION: 2000' Terrain 2 and one half miles NE of airport rising to 3126' approximately 4 miles East-North-East of airport. *4100 Authorized after track is established westbound on ILS localizer.
	Saugus Intsxn.	LOM	184 19.0n	7000								
	Simi Intsxn. (final)	LOM	131 7.8 n	4100								
	Broome Intsxn (final)	LOM	076 13.8n	4100								
	Malibu Intsxn	LOM	358 19.1n	5000								
	Shoreline Intsxn	LOM	344 11.0n	5000								
	Newhall LFR	LOM	181 12.2n	6000								
	Fillmore VOR	LOM	109 16.5n	5000	#600-1 Required for all take-offs when departing via SE course BUR LFR. 200-0.5 authorized for take-off on runway 25 for 4-Engine aircraft.							
	Fillmore VOR (final)	ILS Crs.	120 13.0n	5000								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (3 Apr 1956)

AUTOMATIC DIRECTION FINDING PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICHIGAN Willow Run Arpt. 716 Detroit Wayne Major ILS LOM - RM Procedure Number 3 Amdt. No. 1 Effect. date: 22 March 1956.	PROCEDURE CANCELLED 11 FEBRUARY 1956 - NO LONGER USED BY APPROACH CONTROL. APPROACH TO RUNWAY 32 NOW ACCOMMODATED BY TVOR-32.										
SEATTLE, WASH. Boeing Field 17 SBRAZ - SEA Jet Aircraft Procedure Number 1 Amendment Number 1 Effect: 5 May 1956. Supersedes Amdt. No. Original dated 28 November 1955. Major Changes: Delete standard procedure turn, specify Teardrop procedure turn; revise missed approach wording; add initial approach altitude 20,000'.	All directions		20,000	Teardrop type procedure turn. 150 - outbnd 356 - inbnd Start descent over station. At one half initial approach altitude execute descending right turn within 20 miles, complete turn on 356° inbound course minimum altitude 5000'.	*1500	290 2.1	All Aircraft: T-dn / C-dn / A-dn	300-1 / 1500-2 / 1500-2	300-1 / 1500-2 / 1500-2	300-1 / 1500-2 / 1500-2	Within 2.1 miles...turn left climb to 2000' on 260° course outbnd from SEA-LFR. At ten miles from LFR commence climb to 14,000' within 25 mi. of station or as directed by ATC. *Descent from 2000' to 1500' authorized after passing LOM or 4.0 mile DME fix S of VOR-DME inbound.
Jet Aircraft Procedure Number 2 Amendment Number 1 Effect: 5 May 1956. Supersedes Original dated 26 November 1955. Major Changes: Delete standard procedure turn; specify Teardrop procedure turn; revise missed approach wording; add initial approach altitude 20,000'.	All directions		20,000	Teardrop type procedure turn. 270 - outbnd 117 - inbnd Start descent over station. At one half initial approach altitude execute descending right turn within 20 miles. Complete turn on 117° course minimum altitude 4000'.	over Harbor Island FM* 2000'	117 3.2 From Harbor Island FM.	All Aircraft: T-dn / C-dn / A-dn	300-1 / 1500-2 / 1500-2	300-1 / 1500-2 / 1500-2	300-1 / 1500-2 / 1500-2	Within 3.2 miles of Harbor Island FM turn right climb to 2000' on 260° course outbnd from SEA-LFR. At ten miles from LFR commence climb to 14,000' within 25 miles of station, or as directed by ATC. *Or 9.0 miles from SEA-VOR/DME.
	Kitsap Intsxn. (final)	117 12.0	2,000								

LOW FREQUENCY RANGE PROCEDURES

(DISTANCES ARE IN STATUTE MILES)

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
LOUISVILLE, KY. Standiford Arpt. 497 SBMRLZ-DTXV LOU Procedure Number 1 Amendment Number 5 Effect. date: 5 May 1956 Supersedes Amdt. No. 4 dated 22 January 1951 Major Changes: Procedure turn altitude revised.	Eastwood FM (final)	266 9.0	1500	S side E crs. 086 - outbnd 266 - inbnd 2400 within 10 mi.	1500	242 6.1	2 Engine or less: T-dn / C-d / C-n / S-d 24 / S-n 24 / A-dn	300-1 / 500-1 / 500-2 / 500-1 / 500-2 / 800-2	300-1 / 600-1 / 600-2 / 500-1 / 500-2 / 800-2	Within 6.1 miles...climb to 2100' on West course of Louisville LFR within 10 miles.
							More than 2 Engine: T-dn / C-d / C-n / S-d 24 / S-n 24 / A-dn		200-0.5 / 600-1.5 / 600-2 / 500-1.5 / 500-2 / 800-2	

VOR/DME INSTRUMENT APPROACH PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If a VOR/DME instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION TO FACILITY OR TRANSITION TO DME ORBIT: FROM mi.	TO mi.	RADIAL	MIN. ALT.	PROCEDURE TURN: SIDE OF APPROACH RADIAL; ALTITUDE; LIMITING DISTANCES	MINIMUM ALTITUDE ON APPROACH RADIAL: FROM mi.	TO mi.	RADIAL	MIN. ALT.	PROCEDURE NO.: DIRECT OR RIGHT OR LEFT TURN TO FINAL APPROACH ORBIT. RWY. NO.	MINIMUM ALTITUDE ON FINAL APPROACH ORBIT: FROM RADIAL	TO RADIAL	MIN. ALT.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENGINE OR LESS: 65 KNOTS OR LESS	TWO ENGINE OR LESS: MORE THAN 65 KNOTS	MORE THAN TWO ENGINE: MORE THAN 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED LANDING MINIMUMS AT FIX SPECIFIED OR IF LANDING NOT ACCOMPLISHED
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
LA GRANGE, GEORGIA - CALLAWAY ARPT. - Elevation - 700 - BVOR-DME - Ident: LGC - Amendment - Original, Effective 12 May 1956. Supersedes: None.																	
				S side 262 2000 within 10 mi. (not required with DME)	10.0 0.0 6.0	0.0 6.0 10.2 arpt.	262 082 082	1500 1500 1200* final	Procedure #1 direct to airport.				T-dn / C-d * / N * / A-dn	300-1 / 500-1 / 500-2 / 800-2	300-1 / 500-1 / 500-2 / 800-2	200-0.5 / 500-1.5 / 500-2 / 800-2	Turn left return to VOR climbing to 2000'.
20.0	10.0	050	2000						Procedure #2 left 10 mi. rnwy 12.	050	078 arpt.	1200 final	T-dn / C-d / N / A-dn	300-1 / 500-1 / 500-2 / 800-2	300-1 / 500-1 / 500-2 / 800-2	200-0.5 / 500-1.5 / 500-2 / 800-2	Turn right return to VOR climbing to 2000'.

*DME not required for Procedure Number 1, but maintain 1500' MSL (800' ceiling) to airport if aircraft not equipped with DME. AIR CARRIER NOTE: No reduction in night landing or take-off minima authorized.

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (3 Apr 1956)

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VHF OMNIRANGE (TVOR) PROCEDURES

(DISTANCES ARE IN STATUTE MILES)

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
FRESNO, CALIF. Fresno Air Terminal 331 **BVOR/DME - FNO** **TVOR-11 Original** **Effective: 5 May 1956** Supersedes: None	FNO LFR	046 6.1 n	1700	S side of crs. 307 - outbnd 127 - inbnd 1700 within 10 n mi. (NA beyond 10 n mi.) Procedure turn not required with DME.	800#	108 1.6 n	2 Engine or less T-dn C-dn S-dn 11 A-dn	300-1 #500-1 #400-1 800-2	300-1 #500-1 #400-1 800-2	Climb to 2000' on radial 127° FNO VOR within 20 nautical miles. # 1100' MSL (800' ceiling) required if DME not available or if ADF bearing 183° to FNO LFR not identified on final.
	5 n mi. DME fix radial 307 (final)	127 5.0 n	800 #				More than 2 Engine T-dn C-dn S-dn 11 A-dn		200-0.5 #500-1.5 #400-1 800-2	
	From 10 n mi. to 5 n mi. fixes on radial 307	127 5.0	1100							
	Oribiting between 10 n mi. & 15 nautical mi. at 1700' authorized between radials 271 and 312 in either direction.									
BVOR/DME - FNO TVOR-29 Amendment Number 1, Effective: 5 May 1956. Supersedes Original dated 5 November 1953. Major Changes: Missed approach changed; new format.	FNO LFR	046 6.1 n	1700	S side of crs. 095 - outbnd 275 - inbnd 1700 within 10 n mi. (NA beyond 10 n mi.)	800#	288 2.1 n	2 Engine or less T-dn C-dn S-dn 29 A-dn	300-1 500-1 #400-1 800-2	300-1 500-1 #400-1 800-2	Climb to 2000' on 275° radial FNO VOR within 20 nautical miles. #800 MSL (500' ceiling) required if DME not available or if ADF bearing abeam FNO LOM not identified on final.
	5 n mi. DME fix radial 095 (final)	275 5.0 n	700#				More than 2 Engine T-dn C-dn S-dn 29 A-dn		200-0.5 500-1.5 #400-1 800-2	
LANCASTER, PA. Municipal Arpt. 403 **TVOR-LRP TVOR-8** **Effect. date: 5 May 1956.** Amendment "Original" Facility owned and operated by the Lancaster Airport Authority.	Lancaster RBN or Intsxn.	060 5.0	2000	S side of crs. 262 - outbnd 082 - inbnd 2000 within 10 mi. of TVOR.	#900	076 0.5	2 Engine or less T-dn C-dn S-dn 8 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	Climb to 2000' on radial 082° within 10 mi. and return to TVOR at 2000'. #Maintain 1200' until after passing Landisville Intsxn. If aircraft not equipped to identify Landisville Intsxn, ceiling minimum of 800' is applicable for landing. *Intsxn. Lancaster, Pennsylvania TVOR 082° radial and Harrisburg, Pa., 115° radial or 133° bearing to Lancaster, Pa., RBN. CAUTION: 1490' Tower 17 miles SW of airport.
	Landisville Intsxn*(Final)	082 6.5	#900							
TVOR-13 (Using Lancaster RBN) Effect. date: 5 May 1956. Amdt. "Original" Facility owned and operated by the Lancaster Airport Authority.	Lancaster RBN or Intsxn.	060 5.0	2000	S side of crs. 300 - outbnd 120 - inbnd 2000 within 10 mi. of Manheim intsxn.	#900	128 0.5	2 Engine or less T-dn C-dn S-dn13 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	Climb to 2000' on radial 120° within 10 mi. and return to Lancaster TVOR at 2000'. #Maintain 1400' until after passing Manheim Intsxn. If aircraft not equipped to receive Manheim Intsxn, ceiling minimum of 1000' is applicable for landing. *Intsxn Lancaster, Pennsylvania TVOR radial 300° and 188° bearing to Lancaster, Pa. RBN.
	Manheim Intsxn* (final)	120 4.5	#900							
LANCASTER, PA. Municipal Arpt. 403 **TVOR-LRP TVOR-31** **Effect. date: 5 May 1956.** Amendment" Original" Facility owned and operated by the Lancaster Airport Authority.	Lancaster RBN or Intsxn.	060 5.0	2000	N side of crs. 137 - outbnd 317 - inbnd 2000 within 10 mi.	1000	308 0.5	2 Engine or less T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	Climb to 2000' on radial 317° within 10 mi. Make left turn and return to Lancaster TVOR at 2000'.

(3 Apr 1954)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

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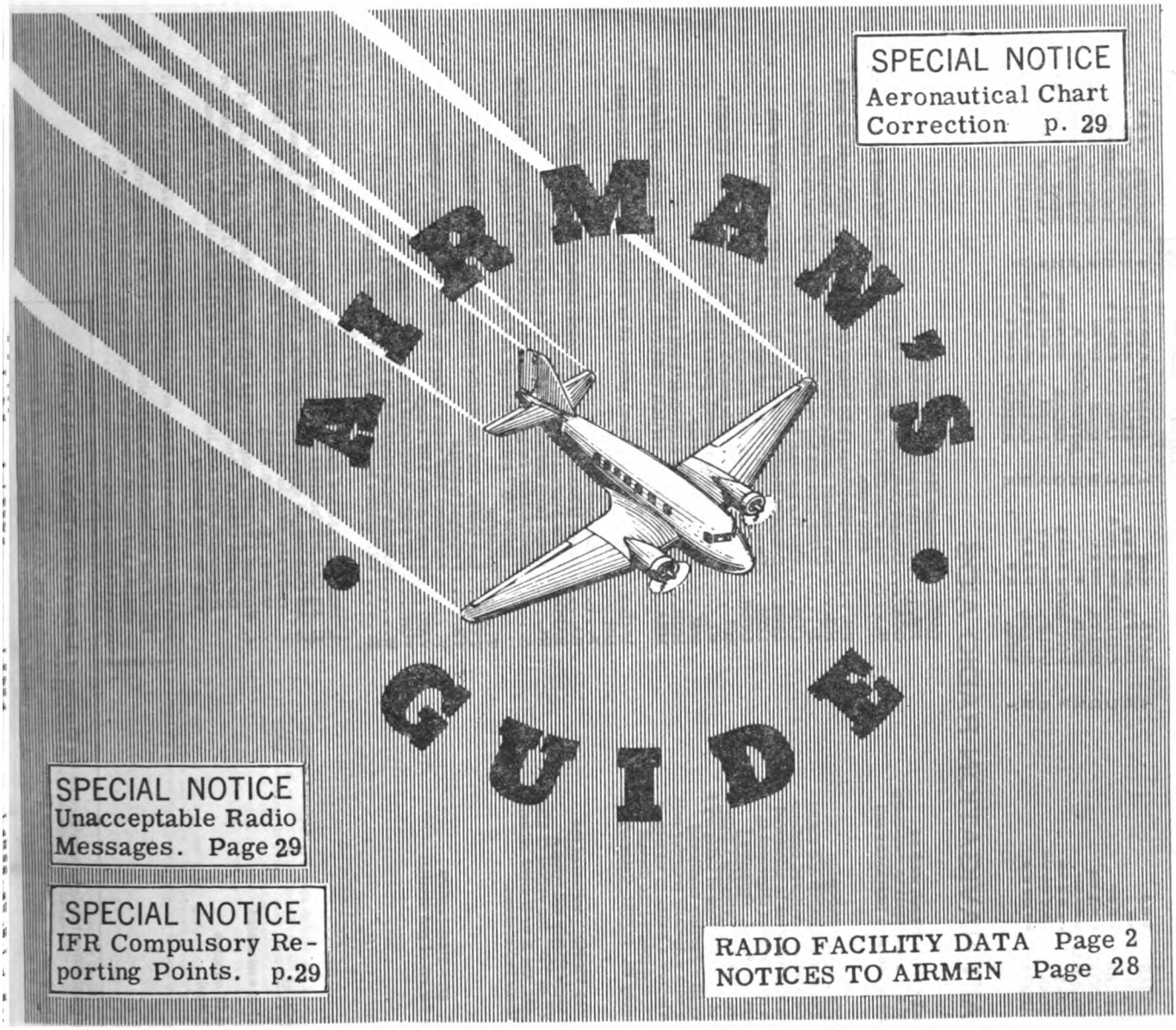

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VOL. 11 , NO. 3 . . . . . APRIL 17, 1956

The AIRMAN'S GUIDE is issued every two weeks.
This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

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OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
▒▒ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled

DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(17 Apr 1956)

PAR - Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather conditions may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278, 391 kc; 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379 kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257 kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	266, 278 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 123.9, 132.3, 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc. ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 120.7, 126.18, 140.22, 243.0, 257.8, 305.4, 348.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278 kc; 108.1, 121.5, 121.7, 126.18, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 263.0, 269.0, 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

(17 Apr 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
New York La Guardia Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 mc (on req 120.5, 125.7, 125.9 mc)	ARSR	Guards 122.1 mc (on req 120.5, 125.7, 125.9 mc) Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs available to rnwy 30 Tinker AFB
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8mc.	ASR-PAR	Runway 34. Arrival & Departure Control..ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 LT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable ←
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	269 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-restricted
El Paso-International (L5)	109.5	ELP	332.6	217	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.53	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	126	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	5.3	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2, 255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3),#,255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Huachuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
" Co. Arpt	CA		344;119.1,121.5	(2),121.5	
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2, 126.7;206	(3),#,255.4	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2,	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

(17 Apr 1956)

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
"Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2,	(3)	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9, 121.1,121.5,126.18,243.0, 257.8,291.6,348.6	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,120.7,305.4,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(3) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR - DTV	SNS	112.1;V;121.5,126.7,122.2 255.4	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Norton AFB	HZ	SBD	397		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	310		
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica " (P)	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278	(3),#,255.4	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(3) "	*VORW	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7, 122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
"	Center		118.9,301.4,119.3,120.1	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2 554; 278	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-N.Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
" "	VHF/DF			100-156	
	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

(17 Apr 1956)

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,263.0,269.0,311.8, 257.8	(2),#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5, 121.5, 126.18,257.8	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	35 A 88 N 215 A 268 N
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7 122.2;275	(3),#,255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	3023.5;122.7,#	
Miami	Center		118.9,120.3,243.0,301.4 348.6	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2, 255.4	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.3, 257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18, 257.8	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#,122.7	
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5,257.8	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	
Brunswick	BMH-TV	SSI	206V;121.5,122.2,126.7, 254	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7	(3),#,255.4	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHW	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8	(1),#,122.7	
(1) " "	TVOR	CHI	116.2		
"	Center		124.5,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6	(2),#	
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2,126.7,255.4	(3),#	
"	BMH	UIN	293		43 A 133 N 223 A 313 N
Rantoul, Chanute AFB	MRAZ	RAN	365		Trng Status
"	MH	RTU	201		
(3)Roberts	VORW	RBS	116.8		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7,255.4	(3),#,255.4	DME
INDIANA					
Columbus, Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7,255.4	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2,255.4	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,243.0	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,255.4,124.1,385.6	#	
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7,255.4	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7,122.2,255.4	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2,126.7,255.4	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2,255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2,126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7,122.2;275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7,122.2,255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7,122.2,255.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7,255.4	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7,122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7,122.2,255.4	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2,243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7,122.2;299,255.4	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5,243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
[redacted]	[redacted]	[redacted]	[redacted]		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.1		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MHW	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, [redacted]255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8,243.0	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8, 137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7, [redacted]255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 [redacted]255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2, [redacted]255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	37];121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,[redacted]255.4;326	(3),#	DME
Shadyside	MHW	SHZ	391		
MASSACHUSETTS					
Bedford	HW	BED	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8,[redacted]348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0630-2330)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield,INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	(0800-2400)
Cadillac	MHW	CAD	269		
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7, 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,137.88,243.0,257.8, 263.0	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2, 126.7	(3),#,255.4	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2, 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7, 122.2	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wk days 0 5-20Sat08-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 305.4,243.0,257.8,283.0,348.6	(2),#	
"	Center		120.3,132.3,3014,124.7,121.5,243.0	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(3)St. Cloud (S)	TVOR	STC	111.6	122.1	V-08-17daily

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, [redacted]255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7;[redacted]391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.3,119.7,132.3,243.0, 301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4	(3),#,243.0	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 Apr 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8, 118.5	(2),#	
"	Center		120.3,132.3,3014,124.5,125.5,125.7,243.0	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2, 121.5	(3),#,255.4	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	HWZ	EEN	224		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	33 BA 123 NB 213 YN 303 AY
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS-N.Y.	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-N.Y.	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, [redacted] 255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0830-2330Mon-Fri;Sat0830-1630;Sun1130-2130
Trenton (P)	*TVOR		111.6	Monitor category(l) twr hrs opern	
(1)Woodstown INSACS Millville	BVOR	OOD	114.3		
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7,122.2	(3),#,255.4	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3)	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, [redacted] 255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4,[redacted]310.4, 343.8,355.8	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g)		272;118.5,121.5,126.18, 142.74,243.0,257.8, [redacted]236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, [redacted]255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.6[redacted]	(2),#	
" "	UHF/DF			257.8	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, [redacted]255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(3)Cofield	VORW	CVI	116.2		(NON-COMM)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Fayetteville Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	78 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
"	BVOR	LBT	117.0		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18,257.8	(2),#-257.8,	
"	Center		120.5,125.5,125.9,124.3, 301.4	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Mont.catg(3),2300-0600)		Post twr gds 122.5mc
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	PNC	117.3		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8, 305.4	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4 122.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4,243.0,125.1	#	
" "	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2, 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7, 122.2	(3),#,255.4	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	SUJ	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 Apr 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2, 255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4,120.5,119.3	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.9,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 151.56,243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,119.5,257.8	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2, 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	(2),#,122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 348.6,353.7,125.5	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,126.18, 121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 137.88,319.8,120.1,263.0	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[redacted]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8[redacted]	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,[redacted]255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, [redacted]255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2, 243.0,301.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-DTV	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4[redacted]	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4,121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2, 255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1),req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HWZ	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(3) "	TVORW	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18,257.8	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4 [illegible]	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4;[illegible]215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122,2	(3),#,255.4	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7	(3),#,255.4	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7	(3),#,255.4	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382; V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;126.18,118.3,121.5, 243.0,257.8	(2),#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1300-2100)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e.g. Long Beach omnirange (voice) .—..- -.-.. (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e., if no facility for providing air-ground communications services is associated with the omni, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and FAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fractions.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportion, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches

Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches

Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

MDW - Chicago, Illinois, Chicago Midway Airport

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 9, dated June 15, 1955 as follows:

(1) Page 22 - Birmingham, Ala. Correct CAA telephone number to read: WOrth 1-6151.

(2) Page 22 - Washington, D. C. (National Arpt). Correct WB telephone number to read: NAtional 8-0491.

(3) Page 23 - Marianna, Fla. - Correct CAA telephone to read: HUdson 2-3363.

(4) Page 26 - Fort Worth, Tex. - Change listing to read: Fort Worth (Amon Carter Fld), Tex., WB telephone ATlas 4-2761; Fort Worth (Meacham Fld), Tex., CAA telephone Market 4-3463.

(5) Page 27 - Fort Worth, Tex. - Change listing under "General Safety" to read: Fort Worth (Amon Carter Fld.), Tex. telephone ATlas 4-2523; Fort Worth (Meacham Fld.), Tex. - telephone MArket 4-1184.

(6) Page 101 - Covington Ky. (Greater Cincinnati) Ground: correct to read: 043°; runway 27 E of intersection runways 27 and 22.

✓ AERONAUTICAL CHART CORRECTIONS: Correct the following Aeronautical Charts as indicated:

(1) On the Washington Sectional Chart, 43rd edition, dated January 12, 1956, change the frequency of the Atlantic City, N. J., low frequency radio range from 516 kc to 212 kc.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, reagrdless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Boise	Salt Lake City	WAC 404
Klamath Falls	San Francisco	WAC 405
Mt. Shasta	Los Angeles Local	WAC 470
Phoenix	San Diego Local	WAC 471
Sacramento	San Francisco Local	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are released dates

Austin	4-4-56	New Orleans	4-4-56	WAC 467	4-9-56
Beaumont	4-2-56	San Antonio	4-4-56	WAC 525	4-2-56
Corpus Christi	4-9-56	WAC 408	4-3-56	RC 2213	4-4-56
Mobile	3-28-56	WAC 466	3-29-56		

Instrument Flight Charts released since March 26, 1956

AL 1 RNG	Abilene Municipal Apt.	AL 39 ADF	Dow AFB
AL 8 RNG	Albany Airport	AL 46 ADF-1	Scott AFB
AL 9 RNG	Turner AFB	AL 46 ADF-2	Scott AFB
AL 13 RNG	England AFB	AL 48 ADF	Billings Airport
AL 36 RNG	Bakersfield-Kern Co. Apt. 1	AL 165 ADF	Grandview AFB
AL 39 RNG	Dow AFB	AL 236 ADF	Long Beach Airport
AL 46 RNG	Scott AFB	AL 237 ADF	Los Angeles Int'l Airport
AL 47 RNG	Webb AFB	AL 268 ADF	Brookley AFB
AL 67 RNG	Lockheed Air Terminal	AL 299 ADF	Tinker AFB
AL 83 RNG	Cincinnati-Lunken Airport	AL 516 ADF	Raleigh-Durham Airport
AL 138 RNG	Ephrata Airport	AL 958 ADF	Springfield Airport
AL 150 RNG	McGuire AFB	AL 961 ADF	Larson AFB
AL 236 RNG	Long Beach Airport	AL 1 VOR	Abilene Municipal Airport
AL 237 RNG	Los Angeles Int'l Airport	AL 8 VOR	Albany Airport
AL 348 RNG	March AFB	AL 22 VOR	Ardmore AFB
AL 378 RNG	Santa Barbara Airport	AL 30 VOR	Mueller Airport
AL 685 RNG	Jamestown Airport	AL 36 VOR	Bakersfield-Kern Co. Apt. 1
AL 955 RNG	Oneida County Airport	AL 39 VOR	Dow AFB
AL 961 RNG	Larson AFB	AL 47 VOR	Webb AFB
AL 36 ILS	Bakersfield-Kern Co. Apt. 1	AL 138 VOR	Ephrata Airport
AL 67 ILS	Lockheed Air Terminal	AL 334 VOR	Pueblo Memorial Airport
AL 237 ILS-1	Los Angeles Int'l Airport	AL 348 VOR	March AFB
AL 258 ILS-1	Midland Air Terminal	AL 529 VOR	Thermal Airport
AL 258 ILS-2	Midland Air Terminal	AL 685 VOR	Jamestown Airport
AL 369 ILS-1	San Antonio Int'l Airport	AL 762 VOR	Kahului Airport
AL 369 ILS-2	San Antonio Int'l Airport	AL 776 VOR	Lihue Airport
AL 465 ILS	Yakima Airport	AL 961 VOR	Larson AFB
AL 22 ADF-2	Ardmore AFB	OP 65	Buffalo Municipal Airport

RF/VOR 3, 4, 5

RF Terminal Area - Corpus Christi, Houston, Kansas City, Memphis, San Antonio, Washington

RF-VOR Terminal Area - Chicago, Memphis, Pittsburgh, Washington

RF U. S. Dates of Latest Prints

NEW CHARTS

AL 46 VOR	Belleville, Illinois	Scott AFB
OP 184	Toledo, Ohio	Toledo Express Arpt.
RF-VOR	Philadelphia Terminal Area	
RF-VOR	Shreveport Terminal Area	

DISCONTINUED CHARTS

AL 255 RNG	Miami, Florida	MCAS Miami
AL 255 VOR	Miami, Florida	MCAS Miami
AL 775 RNG	Honolulu, T. H.	Hickman AFB

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA ★ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness. Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

BIRMINGHAM-RADIO: VOR operg on test-basis. (12-19)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)

CLANTON-GRAGG ARPT: Closed - const. (3-21)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

★EVERGREEN-RADIO: Apr 15, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

GUNTERSVILLE ARPT: Closed. (3-26)

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. Rnwy 15-33 open lgt acft xcpt first 500' from NW end unusable - holes. (3-16)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

**SELMA-SELFIELD ARPT: 213'(341'MSL) lgtd twr erect 4.2n mi W(262°T) lat 32-26, long 87-02.

★TUSCALOOSA-RADIO: Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider intermittently on rnwy daylgt hrs durg VFR.

ARIZONA: SPECIAL NOTICE: Until July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)

AJO ARPT: Beacon and lights inoperative. (4-3)

COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'. March 12, VOR shut down - modernization. (3-12) When opern is resumed, freq of VOR will be changed from 112.1 to 117.7 mc. (3-9)

DATELAND: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised-low altitudes near these lctns. (3-12)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30° - 70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)

**KINGMAN: Effective April 17, 1956 Caution Area C-417 rescinded.

PHOENIX-RADIO: LFR has severe interference during hrs of darkness. About May 1 VOR / DME will be shut down until approx June 1 - modernization. (3-30)

PHOENIX-LUKE AFB-RADIO: USAF VHF DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (4-11)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE # 27B, LAX-PHX: Clsd. (12-14)

SCOTTSDALE-THUNDERBIRD#2ARPT: Closed. (3-26)

TUCSON-RADIO: About May 1, VOR/DME will be shut down until approx June 1. (4-6)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: Mar 12 VOR shut down until approx May 12. (3-13)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: EL DORADO-RADIO: DME 2000'MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)

★FAYETTEVILLE-RADIO: About May 7, VOR will be shut down approx June 4 - modernization. Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

FT. SMITH-RADIO: ILS lclzr, glide slope, MM and LMM operg on test-basis. (3-13)

**FT. SMITH-ARPT: 178 lgtd twr erected 2.1 n mi W(281°T), lat 35-20-37, long 94-25-23.

(17 Apr 1956)

[redacted]: FT. SMITH ARPT: 136' lgtd drilling derrick erected 0.5 mi W and 1.0 mi S of E/W rnwy.

HARRISON ARPT: New NW/SE rnwy under const. (2-14)

HAZEN ARPT: Caution - E/W rnwy clsd. Men and equip. on fld. (11-21)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

★WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course rough. Trans 255.4mc cmsnd.(4-16)Rcvd too late for ANRA pages.

[redacted]: SPECIAL NOTICE: Until May 2, Navy blimp will oper intermittently in vcnty of Wilmington and Dominguez, Calif from surface upward in connection with Los Angeles air pollution control. Flgts will originate at Santa Ana Lighter Than Air Base, will cross at Newport Beach and proceed seaward to Wilmington for opern in both areas. Return flgt will be reverse of outbound flgt. Operns will be conducted in conditions down to 500' ceiling and 1/2 mi visibility.

ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BAKERSFIELD-RADIO: Mar 2, VOR shut down until approx May 2 - modernization. (3-9)

**BAKERSFIELD AIRPARK: 130' lgtd derrick erected 1130' NE N/S rnwy. (2-28)

BAKERSFIELD-KERN COUNTY ARPT-TOWER: Effect. April 29, hours of opers will be 0500-2100. (4-10)

BLUE CANYON, #13, SFO-SLC: Closed durg winter months. (12-21)

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

**BRAWLEY MUN ARPT: Unlgtd 55 ft. TV ant. erected approx 50 ft. in line with and from the end of SE rnwy. (10-18)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**COLUMBIA ARPT: Formerly carried as Sonora, Columbia Arpt. (3-6)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

**EUREKA ARPT: 155' lgtd rdo twrs erected 3.2 n mi NE(31°T) at lat 40-51-12, long. 124-05-00. (3-22)

FAIRFEILD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)

FILLMORE RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climb. & descending in areas of extend. centerlines rnwys 29-11 & areas N & E of Arpt.

FULLERTON ARPT: Attended daylgt hrs only. (4-12)

FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy clsd to all operns-mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution. (4-3)

KLAMATH-McBETH ARPT: Closed. (1-3)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-450° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25)

**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21) No fuel servicing avail. for civil acft 2400-0600. (11-1) N 800' apch end rnwy 16L perm clsd. (1-23)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (6-4)

LOS ANGELES-AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. One thousand on top flgt will NOT be controlled by this sector. All military acft operg at [redacted] specific alts should contact the Los Angeles ARTC Center on 301.4 mc as soon as possible after departure from within the Los Angeles Control area or after entering the area inbound. (3-12)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft procedding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are CAUTIONED NOT TO DESCEND BELOW 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

MODESTO-RADIO: Mar 20, VOR shutdown until approx May 20 - moderization. (3-20)

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. Steers unreliable below 7,000' within 10 mi of stn. FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area. (9-30)

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

**OCEANSIDE ARPT: 163' unlgtd rdo twr erected approx 1-1/2 mi SE. (4-3)

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. About May 1, VOR will be shut down until approx June 1. (2-8)

ONTARIO INTERNATIONAL ARPT: Hi-intensity rnwy lgts being installed rnwy 7-25. Use rnwy and taxiways. Open ditches either side rnwy. New taxiway S side and parallel rnwy 7-25 usable-caution make turns on or off this taxiway at intsxns only. Engine run-ups in take-off position rnwy 7-25 should not be made less than 200' from ends of rnwy as mrkd by yellow paint lines either side. (4-11)

OXNARD AFB- RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable. (1-3)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'. About Apr 18 VOR will be shut down until approx June 1; freq will be changed to 115.7 mc (4-6) During shut-down, the current Victor arwys may be used as direct routes using Red Bluff LFR, provided acft are equipped with ADF. MEAs remain the same as currently estab on Vicotr Arwys. (4-13)

RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

**ROSEMEAD-FLETCHER ARPT: Delete from records - private fld. (3-23)

SACRAMENTO-RADIO: Disregard spurious signals and interruptions in service of voice communication INSACS and twr until approx April 30 - modernization. (3-30)

SACRAMENTO ARPT-TOWER: Voice on ILS freq 110.3 mc out of service. (2-7) FLD: Twr tfc operg in SW quad should exercise caution acct extensive simulated inst apchs including jets VFR weather actual apchs IFR weather. (4-2)

SACRAMENTO-McCLELLAN AFB- RADIO: USAF H fac unreliable beyond 15 mi

CALIFORNIA: SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (10-25)

SAN DIEGO-LINDBERGH FIELD:, 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000', 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail. only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045°, below 15,000'.

**YUCCA VALLEY-SKY CORRAL ARPT: Abandoned. (3-22)

COLORADO: COLORADO SPRINGS-PETERSON FLD: Bcn inop. Caution-lndg acft - due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (3-28)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communicating with twr.

GRAND JUNCTION-RADIO: About April 27, ILS glide slope will be shut down until approx June 8. (2-29) About May 7, lclzr will be shut down until approx May 14. (3-23)

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

**PUEBLO ARPT #1: Delete entire listing from Directory of Airports - no longer exists.

CONNECTICUT:**BRISTOL ARPT: Abandoned. (3-26)

**ESSEX-DOANE ARPT: Abandoned. (3-26)

**GROTON-TRUMBULL ARPT: Unicom. (3-26)

**MERIDEN ARPT: Unicom. (3-26)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WAREHOUSE POINT-SKYLARK ARPK: Caution - const N side. (3-26)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE:**GEORGETOWN-SUSSEX COUNTY ARPT: E/W rnwy perm closed. (3-22) Caution -NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. (3-29)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2)Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash . control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo required. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: PAR and VHF/DF shut down. (3-29) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin. Bldg.

FLORIDA:**SPECIAL NOTICE: Memory Rock, Bahama Island Warning Area W-178 rescinded.

**BANANA RIVER-PATRICK AFB: Effect.April 17, Warning Area (W-497A) is amended by deleting that portion north of a line between points at lat 29° 02'00", long. 79°19' 00", and lat 30°00'00", long. 77°13'00". Warning Area (W-497A) description is revised as follows: "and excluding the airspace below 5000', 2.5 s mi either side of a line extending between points at lat 27-00, long 79-00; lat 27-15-30, long 78-24, and lat 27-00, long 77-43 and excluding the airspace below 5000' over Grand Bahama Island and excluding all designated and approved domestic ctl areas." Effect. April 5, Warning Area W-497C, is amended to show alts being used "from 27,000' to unlimited" and that the one yr temp restriction originally placed on the area be removed, provided that it is expressly understood by those concerned that when higher alts are rqrd by piloted acft the area will be brought up and reviewed with a view of opening up usable jet acft alts. (2-21)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day. (2-10)

**CHASSAHAWITZKA BAY: Warning Area W-141, rescinded. (2-21)

DAYTONA BEACH-RADIO-SPECIAL NOTICE: Due temporary shut down Daytona Beach, VOR temporary MEA V-3 from Vero Beach to Jacksonville 6500'; V-152 Orlando to over Daytona Beach published MEA adequate. Other airways predicated on Daytona Beach VOR unusable. Restoration of Daytona Beach VOR will cancel this NOTAM. (2-14)

DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28)

**DINNER POINT: Warning Area (W-143), rescinded. (2-21)

**FERANDINA: Effect. April 17, Warning Area W-157A established: Name: Ferandina, Fla.: Description: Beginning at lat 32°00'00", long.78°26'00"; to lat 32°00'00", long.77°30'00"; to lat 30°39'00", long.77°30'00"; to lat 30°37'00", long.78°45'00" to point of beginning excluding that portion overlapping Control Areas 1152 and 1153. Activities: Airborne early warning training. Time of Use: Continuous, VFR weather conditions only. Altitude: Surface to unlimited. Controlling Agency: C.O. NAS, Glynco, Ga.

FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.

HOMESTEAD-RADIO: Hvy tfc E and W courses LFR 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB. (11-23)

HOMESTEAD ARPT: About May 5, fld will be abandoned. (2-28)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft.

KEY WEST-INTNL ARPT: Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out; if unable ctc twr, ctc Key West rdo. Caution-const 800' ext to apch end rnwy 8. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only - due to condition of rnwys. Lndg fee for cargo or charter acft only. Flare pots only lgtg available by prior req. Extra fee. (4-15) Rnwys 29 & 34 clsd for take-offs. (4-5)

[redacted]: LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar.

MARIANNA-RADIO: Soon, VOR will be shut down. Concurrent with shutdown the following MEA are established: V-22 Crestview to over Marianna 5000'. V-7 Tallahassee to Dothan, Ala., using Dothan TVOR 1500'. V-7W Gantt, Ala., to Marianna and V-22N Marianna to Calvary unusable. Restoration of Marianna VOR shall cancel this notam. (4-9)

MARIANNA-GRAHAM AIR BASE: Const - new rnwys parallel N side rnwy 8-26 and W side rnwy 18-36. (11-18)

MAYPORT: Effect. April 17, Warning Area (W-158A) will be established: Name: Mayport Florida. Description: Beginning at lat 30-12-00, long. 78-54-00; to lat 30-07-00, long. 78-00-00; to lat 29-39-00, long. 78-00-00; to lat 29-02-00, long. 79-19-00, to point of beginning. Activities: Air and surface activities for carrier operns, anti-submarine opern and inter-ship and acft operns. Time of Use: Activated upon publication of NOTAMS. Altitude: Surface to unlimited. Controlling Agency: COMFAIR, Jacksonville, Fla.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. Taxiway entrance to SW corner USAF ramp clsd. (1-17)

**MONTICELLO ARPT: Abandoned.

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 & 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Runway alighting area 13-31 const in progress intsxn 17-35 and 9-27. Use extreme caution.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°.

TALLAHASSEE-DALE MABRY ARPT: Closed to air carrier acft exceeding 50,000 lbs. xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMIAMI-RADIO: About April 16, H fac will be cmsnd. Freq: 209 kc. Ident: TMT. Lctd at lat 25-50-06, long. 80-54-36. Class: MHW. (4-12)

TAMPA-RADIO: VOR courses 95°-105° unusable. About May 4, ident Harbor FM will be changed from four dashes to dot dash. (4-9)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WEST PALM BEACH-PALM BEACH COUNTY ARPT: All rnwys, xcpt 9-27 unlgtd and bndry lgts inop.

WINTER-HAVEN-GILBERT FIELD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing rnwys after normal operg hours and week ends.

[redacted]: ALBANY-RADIO: VOR radials 220°-270° and 310°-330° unusable acct excessive course errors.

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs except as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Information. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top

[redacted]: should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Wea and other info not pertinent to tfc ctl should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness.

ATLANTA ARPT-TOWER: ASR-PAR shut down - modernization FLD: Acft arriving arpt make initial contact with Atlanta apch ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq.

ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy - caution. (9-13)

★AUGUSTA-RADIO: Apr 16 trans 255.4 mc cmsnd. Rcvd too late for ANRA page.

★BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

★COLUMBUS-RADIO: Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA page. VOR courses 350°-30° unusable acct bends and roughness.

**DUBLIN ARPT: New fld. Type:P. Lctd 3 mi S. Elev: 300'. Lngst rnwy & facs 20-B-S3.

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: DME coverage at min en route alt, 35 n mi in all azimuths. VOR/DME shut down until approx April 30 - modernization.

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt.

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° acct excess ive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

[redacted]: **ABERDEEN-VANDERFORD ARPT: Abandoned.

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs - const adj S end.

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

DIXIE USFS ARPT: Closed - const. (9-16)

**ELKHART ARPT: 264' (3862' MSL) TV twr erected 0.7 n mi NE (25° T) at lat 37-00-45, long. 101-52-30.

KELLOGG-SHOSHONE COUNTY ARPT: Fld lgtg inop, xcpr prior req. (11-19)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

**POCATELLO MUN ARPT: Formerly named Pocatello - Phillips Field. (3-22)

STREVELL BCN SITE #10, SLC-PDT: Inop. (2-23)

TWIN FALLS-RADIO: VOR coverage 115°-150°, 30 n mi at min terrain clearance alt.

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above ground on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty.

[redacted]: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03 In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BENTON ARPT: Caution - new N/S rnwy under const. (9-9)

BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1)

**CHICAGO: 22 telephone poles, 24' to 34' high, erected in the Finehurst Subdivision approx. 600' S of Glenview Naval Air Stn. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng. About April 30, LF rng ident will be changed to MDW.

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. ILS back course erratic. About April 30, TVOR & ILS lclzr ident will be changed to MDW; LOM to MD; LMM to DW. FLD: Single eng transient acft will not be allowed dock space at the N term bldg, must use facs of S term bldg. Due to non-visibility acct parked, acct, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both term bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.

ILLINOIS: CHICAGO-MIDWAY ARPT: 250' (842' MSL) lgtd smoke stack being erected 9.6 n mi (123°T) at lat 41-41-18, long 87-33-43.

**CHICAGO-O'HARE INTN'L FLD: 147'(787' MSL) lgtd steel twr erected 2.6 n mi S (175°T) at lat 41-56-21, long 87-53-23. Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600'E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldg & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3.(1-23) Rnwy 14-32 clsd, const. (11-29)

CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2 n mi N(360°T) at lat 41-41-00, long 87-33-36.

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'.

DANVILLE-VERMILLION COUNTY ARPT: Caution - const on taxiway strip adj to Rnwy 3-21. NW/SE sod strip closed to all operns.

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy.

ELMHURST ARPT: Effect. December 31, 1956, field will be closed.

FAIRFIELD ARPT: Closed - construction.

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.

KEWANEE ARPT: Men and equip. on fld intermittently - caution.

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of towers, 123', not marked or lighted.

**MOMENCE ARPT: Abandoned.

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt.

PEORIA-GREATER PEORIA ARPT: Unlgtd 5' fence apch end Rnwy 22.

**PEORIA-LETOURNEAU ARPT: Abandoned.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt.

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.

ROCK FALLS ARPT: Men, equip on E side fld durg daylgt hrs - construction.

**SPRINGFIELD-CAPITAL ARPT: Men and equip on fld durg daylgt hrs. (12-8) 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

AUBURN ARPT: A 910'(1780' MSL) lgtd TV twr being erected 3 n mi SSE(167°T) at lat 41-19-59, long 85-03-07.

CAMP ATTERBURY: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'.

DYER-TRIANGLE ARPT: E/W strip closed - construction. Turf-soft.

ELKHART ARPT: N/S rnwy usable at pilot's discretion.

EVANSVILLE-DRESS MEMORIAL ARPT: The tetrahedron tfc direction indicator perm withdrawn. Soon a lgtd wind cone will be provided on hangar S of terminal bldg on W side of arpt.

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.

GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest centerline of rnwy 2 will be 43' (633' MSL).

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENSBURG ARPT: Regrading and seeding N/S rnwy. Use E half only.

HUNTINGTON ARPT: Closed all operns - due soft fld.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one year.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc.(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S Rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. March 19, en route radar control provided in

INDIANA: vicinity of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility identified as Rockville Control. Primary trans & recvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc.

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engined acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet.

LAFAYETTE-RADIO: Severe roughness and scalloping VOR radials 100° clockwise 170°. (1-18) About May 31, VOR will be decmsnd and recmsnd at lat 40-29-07, long 87-00-37. Freq will be changed to 112.0 mc. Monitoring category (1). Class : BVOR.

LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of Restricted Area approx 4.3 n mi N have been reported Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

ROCKVILLE-RADAR: En route radar control provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touch down point. Effect. April 29, twr hrs operation will be: 0630-2230.

TILDEN-RADIO: See Indianapolis, Indiana.

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700 xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04;W-long. 91-14-37.

BURLINGTON-RADIO: About May 14, VOR/DME will be shut down until approx June 4.

DAVENPORT MUN ARPT: E/W strip under const.

DES MOINES-RADIO: About April 16, VOR/DME will be shut down until approx May 7.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of Rnwy 12.

LE MARS-WESTMAR COLLEGE ARPT: Land at own risk winter months.

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120' wide.

OTTUMWA-RADIO: VOR and DME shut down.

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26n mi at min enroute alt.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of Black hangar and parking area at SE corner of fld.

WASHINGTON ARPT: Caution - const on rnwys - land either side new graded strips.

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system. E/W rnwy closed.

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

COFFEYVILLE-McGUGIN FLD: NW/SE and NE/SW runways closed.

EMPORIA-RADIO: About April 16, VOR will be shut down approximately May 11, modernization. Frequency will be changed from 114.3 mc to 112.8 mc.

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°.

GARDEN CITY-NEW GARDEN CITY ARPT: Const of 40' poles 1700' NE of NE/SW runway. at latitude 37-55-00, longitude 100-43-00, partially lighted, unmarked.

GREAT BEND ARPT: Navy landing and take-off practice by P2V and SNB aircraft 0700-1700, Monday through Friday except holidays. All movement of aircraft during this period controlled by tower. Military aircraft pattern will be adjusted by tower to facilitate civil acft operations. Non-radio-equipped aircraft should fly standard traffic pattern and observe tower for light gun signals. Light aircraft 600' above ground. Heavy aircraft 1000' above ground. Caution - men and equip. near rnwys, days.

LARNED ARPT: Beacon inoperative.

NEWTON-81 ARPT: Restricted services due to by-pass road const on N end of fld., with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All lndgs at pilot's risk.

[redacted]: OLATHE: Effect. May 31, Caution Area C-198 is amended as follows: Bounded on the North by lat 38°12', on the east by Victor 161, on the south by Red civil airway 105, and on the west by Amber 4.

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (3-13)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**SUBLETTE ARPT: About June 5, const begins on 240' (3159' MSL) lgtd rdo twr lctd 2 n mi SW(232°T) at lat 37-28-26, long 100-51-09. (4-3)

TOPEKA-RADIO: About May 28, VOR/DME will be shut down until approx June 18. (4-10)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Extreme caution - temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr.

WICHITA ARPT: A concrete plant top structure 50' AGL and 100' (1417' MSL) antenna twr erected 3100' N of N end rnwy 1-19, mrkd, lgtd. 128' lgtd steel water tank erected 0.4 n mi ESE of SE corner of arpt. Mowing equip. on fld-days. Dirt pile 2' high 25' N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete area. Sod areas unsafe. (3-28)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 122.5 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext.216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5kc, 122.5mc. Listen 278kc. 119.5 mc. or range voice channels. (8-20)

[redacted]: **ALBANY ARPT: New fld. Type: L; Lctn: 6.0W; hwy S. Elev: 1020'. No. of rnwys: 1. Lngst rnwy & facs: 22. Remarks: Ctn-when wet-new turf. Circle Albany for service

BOWLING GREEN RADIO: About May 28 VOR/DME will be shut down until approx June 15 - Modernization. Freq change from 116.1 mc to 116.2 mc (3-26)

CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2.0SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks; Strip to open approx July 1. Caution when wet. (3-15)

**CLEMENTSVILLE-GULF INTERSTATE ARPT: New fld. Type: L. Lctn: 6.0 W Liberty. Elev: 1080'. No. of rnwys: 1. Lngst rnwy & facs: 35. (3-15)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

**EGGNERS FERRY-KEN LAKE ARPT: Delete from Directory. (4-4)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

**GOLDEN POND-KEN LAKE ARPT: Formerly carried as Ky. Lake Arpt. (4-4-56)

**HENDERSON ARPT: New fld. Type: L. Lctn: 5.0 WSW; Hwy S. Elev: 385. No. of rnwys: 1. Lngst rnwy & facs: 20. Remarks: P-lines along hwy in N apch. (3-15)

LEXINGTON BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW & NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

**LOUISVILLE: Effect. Mar 29, a 60 inch searchlgt installed on the roof of the Commonwealth Life Insurance Co. located at lat 38°14'46", long. 85°45'31". This searchlight beacon revolves at 1 rpm and is tilted upward 1° from the horizontal. A 300 millimeter electric hazard beacon is installed on the top of the unit and an additional 1000 watt searchlight is directed toward Standiford Fld. The 60 inch beacon burns from dusk until midngt whereas the hazard beacon and directional course light operates from dusk until dawn. (4-5)

LOUISVILLE-BOWMAN FLD-TOWER: April 29 hours of operation will be changed to 0600 hr - 2200. (4-2) FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: About May 10, ILS glide slope will be shutdown. All other components will remain in opern. (4-13) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. (12-22) About May 10, rnwy 1-19 will be clsd,

[redacted]: apch lgt sys shutdown for runway extension. Const equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman Fld, May 3 thru May 5. (4-13)

**MIDWAY-GREEN MEADOWS ARPT: New fld. Type: L. Lctn: 3.0 SE; hwy N. Elev: 900'. No. of rnwys: 1. Lngst rnwy & facs: 22. Remarks: Rolling. (3-15)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

PERRY PARK ARPT: Clsd - const. (3-2)

**RUSSELL SPRINGS ARPT: New fld. Type: L. Lctn: 1S; hwy E. Elev: 1080'. No. of rnwys: 1. Lngst rnwy & facs: 20. Remarks: Unattended. (3-15)

**SPRINGFIELD ARPT: New fld. Type: L. Lctn: 4ESE; hwy N. Elev: 810' No. of rnwys: 1 Lngst rnwy & facs: 19.

YORK-RADIO: VOR has moderate bends 4 to 8n mi from stn at min en route instr alt from 50°-230° and from 300°-350°.

[redacted]: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. (3-16)

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides Rnwy 13-31 outside of rnwy lgts. (3-29)

BOGALUSA ARPT: 400' of W end E/W rnwy unusable - const. (9-23)

BOSSIER CITY-RAINBOW ARPT: Closed (3-12)

MINDEN MUN ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188° T) within an area 4.3 mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MINDEN-WEBSTER ARPT: New fld. under construction. Lctd: 1 mi NW; lat 32-38, long. 93-18. (9-30)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'.

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n miles in connection with radar control. (4-8) FLD: 165' (MSL) lgtd drilling derrick erected 4.5 n mi NNW (345°T) at lat 30-04-19; long 90-17-47. (2-28) Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. (8-10)

PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const., mrkd.

RUSTON ARPT: Const on rnwy extension S end of fld. (3/30)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (10-17)

[redacted]: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft. (3-25)

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain, USAF VOR unreliable below 3500' at 50 n mi.

MILLINOCKET ARPT: Lgts rnwy 11-29 perm inop; rnwy 16-34 temp inop. Rnwy 11-29 usable full length and width. Rnwy 16-34 usable 3400' by 150' from intersection to S end rnwy. 6' snow banks at intersection corners. Apron closed for unknown duration except to lgt acft, due to thaw. Use rnwys only. (4-10)

**PORTLAND: Effect. April 3, 1956, the controlled firing area in the Harbor area is rescinded.

*PORTLAND ARPT-TOWER: Apr 16, trans & rcvr 243.0 mc cmsnd. Too late for ANRA pages

**FLD: Approx 1200' of S end of rnwy 02-20 clsed to acft below 5000 lbs because of equip crossing rnwy. (9-10) 400 ft. W end rnwy 10-28 closed. (9-15)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: RNWY 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters. (3-29)

[redacted]: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. About May 14, VOR will be shut down until approx May 25 - modification. (1-5)

MARYLAND: CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'.

★CHARLOTTE HALL-RADIO: Apr 13, freq changed to 266 kc. Rcvd too late for ANRA page.

CHESAPEAKE BAY: April 1o thru May 31 - 1 hr before sunrise to 1 hr after sunset daily, ten moored kite baloons Chesapeake Bay Restricted area R-35. Vicinity lat 38-40 North, long 76-32 West to 2000'.

CUMBERLAND ARPT: Closed May 18, 12:30 PM until May 21, 8:00AM-stock car races.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy, temp. rescinded.

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd - parked mil acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion. 60' temp twr erected 1600' N in the apch of N/S rnwy, lgtd.

★HUNTINGTON-RADIO: Apr 13, freq changed to 391 kc. Rcvd too late for ANRA page.

LAYTONSVILLE-DAVIS ARPT: Const-extending runway 900' at ENE end.

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable; Point Lookout FM on SE course operg gnd-check only, awaiting flgt- check.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts.

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only.

**SALISBURY-WICOMICO COUNTY ARPT: Use hard surfaces at all times. Field soft.

★SHADYSIDE-RADIO: Apr 13, freq changed to 317 kc. Rcvd too late for ANRA page.

MASSACHUSETTS: SPECIAL NOTICE: Arpt condition info avail by calling State Police Barracks.

BEDFORD-RADIO: Precise rcvr tuning required in NW quad HW fac acct potential interference from Chicopee LF rng.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction runway 4L and landings in southwesterly direction runway 22R restricted to acft of 12,500 lbs. or less. Turboprop and turbojet acft landings and take-offs runway 4L-22R and turboprop and turbojet take-offs runway 33 prohibited. Caution-construction 140' ctl tower located Terminal Building area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lgtd. Use mrkd hard surface rnwys and taixways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg sys runway 4R. Red filters removed from 1100' center row sys and cluster of lgts outermost end of sys. Green touchdown lgts lctd 2502' NE of apch end of rnwy 4R operg on low intensity.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi.

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.

**FORT DEVENS: Effect. April 24, the controlled firing area will be revised as follows: Altitude: Surface to 9,000 ft MSL. Time of use: Continuous-on a year-round basis.

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle.

NORWOOD-MEMORIAL ARPT: Rnwy lgts inop.

**SOUTH WELLFLEET(CAMP WELLFLEET): Mar 8, Warning Area (W-21) the designated altitude was amended to read: Surface to 61,000' MSL.

WESTOVER-RADIO: Precise receiver tuning required in vicinity Gardner Intersection acct potential interference between Chicopee LF range and Bedford MHW.

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed-due rnwy const. Old N/S strip on E side usable.

BIG BEAVER ARPT: E/W rnwy soft-spring thaw. N/S rnwy-emergency only.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi in all azimuths at min en route alt.

**CHESANING ARPT: Lgtd bldg with 16' chimney being erected 180' N at lat 43-00, long84-08

CLIO-WESTPORT ARPT: Closed-due to thaw.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 400' rnwy 2.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of rnwy 14-32 avail. for lgt acft only.

DETROIT-WILLOW RUN ARPT-TOWER: April 27, freq 137.88 will be changed to 126.18. FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under construction.

ESCANABA ARPT: E/W strip clsd durg winter months.

FLINT-BISHOP ARPT: Acft rstd to hard surfaces-sod soft.

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under const. - closed.

**GRAND RAPIDS-KENT COUNTY ARPT: 165' water storage tank erected 2.2 n mi NE(35°T) at lat 42-56-07, long 85-37-29. Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all traffic.

GRAYLING-McNAMARA ARPT: In event of snow 24 hr notice by telephone reqrd to insure plowed rnwy.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const.

IONIA COUNTY ARPT: Closed to wheeled aircraft operations.

JACKSON-REYNOLDS ARPT: Rnwy 9-27 open to acft 12,500 lbs gross wt. Caution-wet.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65'(910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd from mrkrs to SE, mrkd, lgtd. const E/W taxiway. Men, equip. on field.

MARQUETTE-SAWYER ARPT: 80'(1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' Lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank.

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy closed.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF VOR unreliable below 3000' beyond 50 n mi.

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.

**NEW BALTIMORE-KENDALL ARPT: 150'(755' MSL) lgtd microwave twr erected 6.2 n mi SW(222°T) at 42-38-44, long 82-51-21.

**PONTIAC-ALLEN'S ARPT: 300'(1485' MSL) lgtd steel guyed microwave twr erected 7.9 n mi NNE(24°T) at lat 42-51-43, long 83-11-46.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Fld clsd to wheeled acft. Snow plow available only in emerg.

ST. IGNACE-MACKINAC COUNTY ARPT: Fld open to ski-equipped acft only.

SOUTH BRANCH-TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled acft.

STURGIS-KIRSCH ARPT: Const on intsxns to both ends NE/SW paved rnwy, marked.

WAYLAND ARPT: Closed - due snow.

**WAYNE-NATIONAL ARPT: Formerly carried as Hartsell Arpt.

WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution.

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°, 149°-164°, 194°-338°, 35 n mi at min en route alt. About May 1 VOR will be shut down until approximately June 30.

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long 96-25-30. NW/SE strip 2600' x 200'. Closed all operations.

BENSON ARPT: New fld under const - closed all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39.

MINNESOTA: CLARISSA ARPT: New fld under const - clsd all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (4-6)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.

ISLE ARPT: New arpt under const - clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450' x 180'. (4-4)

**FERTILE ARPT: New fld; Type: P. Lctn: 1 NNW; elev.: 1137. No. of rnwys: 1. Lngst rnwy & facs: 24. Fuel: Fl.

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n mi in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns 4-22, 11R and associated taxiways. (9-30)

OWATONNA ARPT: Unsafe for acft over 12,500 lbs. Sodded areas soft - unusable. (4-6)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

McCOMB-PIKE COUNTY ARPT 8C, MSY-STL: ENE/WSW lndg strip clsd - reseeding.

MISSOURI: CAMERON ARPT: Abandoned. (3-23)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

FARMINGTON-RADIO: April 16, VOR/DME will be shut down until approx June 4. (4-16)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down. (1-3)

JOPLIN ARPT: NW/SE rnwy clsd - const. (2-29)

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: 55' (976' MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08, long. 94-35. (11-23) Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution - men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of rnwy 3-21. Const on 909' MSL lgtd steel truss bridge across Missouri River 700' SSE at lat 39-07, long. 94-35. (11-23)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon - Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130°.

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35, NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL. (12-20)

ST. LOUIS-LAMBERT FLD: Const on first 1500' both sides of rnwys 12 and 30. Men and equip. on apch end rnwy 24 daylgt hrs only. Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys, apchs rough and unusable. Grass area closed. (4-12).

ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

VICHY-RADIO: About May 14, VOR/DME will be shut down until approx June 4. (4-10)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BILLINGS-RADIO: About May 1, VOR/DME will be shutdown until approx June 1. During this period, following arways will not be usable: V-2 Livingston to Miles City;

MONTANA: V-19 Sheridan, Wyoming to Forest Grove, Montana. (4-15)

BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)

BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

BUTTE ARPT: Open flagged trenches adj rnwy 15-33. Rnwy 2-20 lgtd inop clsd ngt air carrier operns only. (3-28)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146°- usable to 39 n mi.

DRUMMON-RADIO: DME and VOR coverage from 320°-55°, 17 nmi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

GREAT FALLS ARPT: Rnwy 11-29 restricted to acft of 30,000 lbs or less - frost cracks.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

**HELENA ARPT: Following gross wt restrictions in effect: Rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: VOR and DME coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwy 25 & 29 and first 200' of rnwys 25 & 29 closed to acft of gross wt. over 20,000 lbs. (4-3) Rnwys 7-25 and 2-20 restricted to 25,200 lbs wt. limit. (4-12)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

LINCOLN-RADIO: ILS glide slope shut down until approx Apr 30 - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (3-28)

**NORTH PLATTE-LEE BIRD FLD: Boundary lights discontinued. (3-27)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: S 600' N/S rnwy clsd - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi' 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

**BATTLE MOUNTAIN 35, SFO-SLC: 100' steel twr 1000' NW of SE/NW rnwy dismantled.

NEVADA: **BOULDER CITY ARPT: 228' lgtd rdo twr erected 8.2 n mi NW(309°T) at lat 36-03-13, long. 114-58-30. (3-23)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) All Pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000';160°-240°, 43 n mi at 10,000' 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
NEEDLE PEAK BCN SITE #32, SFO-SLC: Inoperative. (12-30)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain. (7-25)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel.Concord, Capital 5-6611, Ext.211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel.Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: 3' cones alongside rnwys 17-35 and 12-30. Rnwy 3-21 clsd winter mos.
KEENE-RADIO: March 26, H fac flgt-checked, opern normal. (4-9)
LEBANON ARPT: No snow removal from rnwy 7-25. (2-1)
NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.
NEW JERSEY: **ALBION ARPT: New fld. Type: P. Lat 39-46, long.74-57. Lctn: 2.0 NE. Elev: 150'. No. of rnwy: 1. Lngst rnwy & facs: 24-S3. Fuel: F2. Remarks:P-line SW.
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc.(3-14)
BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'270°-330°, 17 n mi at 4000' 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
**CROSS KEYS ARPT: New fld. Type:P. Lat: 39-42, long.75-02. Lctn: 1 mi S. Elev: 160'. No. of rnwy: 1. Lngsr rnwy & facs: 23. Fuel: F1. Remarks: Wires E end, woods W end.
KEYPORT-WALLING FLD: Closed. (1-6)
MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)
MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)
NEWARK-RADIO -SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Taxiway from Bldg 1 to NE taxiway

NEW JERSEY: clsd, mrkd, lgtd. New taxiway N parallel to rnwy 11/29 from Terminal Bldg to apch rnwy 11 open, mrkd, lgtd. New bridge 275' high, 1000'S.L.V. RR completed. Floodlgtd Calco stack being dismantled. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of official orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.
OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
**PATERSON-MURCHIO ARPT: Fld closed - moving to Morristown Arpt., N. J. (3-13)
READINGTON- SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager.
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other aximuths 4 to 17 n mi with moderate to severe roughness.(1-18)
TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only.(2-8)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: ILS glide slope unusable from MM to touch-down. (4-2)
CARLSBAD-RADIO: Mar 26 VOR shut down - modernization. Freq will be changed to 116.3 mc. (3-26)
CARLSBAD ARPT: Rnwy lgts on 3-21 only-remainder lgts inop. (3-14)
COLUMBUS-RADIO: DME coverage 216°thru 360° to 79°, 43 n mi at 10,000' Coverage in Mexico not checked.
★DEMING-RADIO: H fac oper cont. (4-4)
★DEMING ARPT-TOWER: Ct twr oper 0800 2000.(4-4)
DEMING ARPT: Rnwys 8R-26L and 13-31 clsd to all operns. (3-20)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.
GALLUP: Demolition activities 9 s mi SE, Mon thru Fri, sunrise-sunset.
GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials usable 26 n mi.
ROSWELL-RADIO: Soon VOR will be shut down until approx May 1 - modernization.(2-27)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
NEW YORK: ALBANY-RADIO: April 5, VOR shut down until approx April 16 - modification.
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6) About Apr 16 VOR will be shut down until approx Apr 27 - modification. (1-5)
BUFFALO ARPT: E/W and N/S rnwys clsd ngts.
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official business only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. (1-16) Fuel unavail. transient acft. (4-5)
GOUVERNEUR ARPT: Clsd winter months. (12-18)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr turing required in N and NE quadrants of LF range account potential interference from Westfield LF range.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip on fld.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5)
MASSENA-RICHARDS ARPT: All sod areas closed - use paved rnwys only.
MIDDLETOWN-RANDALL ARPT: Closed. (1-7)

NEW YORK: NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Polling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution -taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A . Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail taxiing only. (4-2) Taxiway H now in opern. (4-12)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo-capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. N end N/S rnwy used for taxiing. Only NW/SE rnwy open to tfc. Shoulders on SE end NW/SE rnwy soft. No ngt flying permitted.

NIAGARA FALLS ARPT- TOWER: About May 31, trans and rcvr 121.9 mc will be decmsnd and 121.7 mc cmsnd. Class: C(g.7). (3-29) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const. (9-22)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24) About June 4, VOR/DME will be shut down until approx June 11. Freq change from 112.9 mc to 116.7 mc. (4-13)

PLATTSBURG MUNICIPAL ARPT: Effective 9 Feb, VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of Hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS: Caution - heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Rnwy 15-33 clsd. Due to non-visibility twr unable to ctl tfc apch end rnwy 10, National Guard ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using tactical left hand pat at 1878' MSL. (1-18)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'.

UTICA-RADIO: About May 4, ILS will be cmsnd. Lclzr lctd 900' from NW end NW/SE rnwy 33. Lclzr freq 109.3 mc, ident: UCA, with voice. Apch bear: 329°. Glide slope lctd 400' SW of centerline and 750' from apch end NW/SE rnwy 33. Freq 332 mc. MM - lctd 3575' and OM lctd 4.41 mi from apch end rnwy. LMM freq 254 kc, ident: CA. About May 4, fac will be cmsnd. Freq: 275kc. Ident: UTI. Lctd lat 43-03-10, long. 75-15-53, 8.37 mi SE apch end rnwy 33. Elev 747'MSL. Class: MHW. (4-13)

WALDEN-NEWBURGH-WALDEN ARPT: No services avail Mondays. (4-5)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WATERTOWN MUN ARPT: Rnwys, taxiways and ramp areas mrkd - snow removal.(10-25)

★WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Apr 16, trans and rcvr 243.0 mc cmsnd. Rcvd too late for inclusion on ANRA page. FLD: First400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Beginning April 15, glider and soaring operns will be conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA:**AHOSKIE -JERNIGAN ARPT: New fld. Type: P. Lat. 36-15, long. 76-69. Lctn: 3.0 S; Flev: 125. No. of rnwys: 1. Lngst rnwy & facs: 22. Fuel: (F1). Remarks: 50' wires both ends strip. Fuel on call - 3106. Unattended Sept - June.

**CHARLOTTE-CANNON ARPT: Abandoned.

CHARLOTTE-DOUGLAS ARPT: During taxiway const, the taxiway between N/S taxiway and rnwy 11-29 clsd to all operns. N/S taxiway S of rnwy 5-23 clsd to all operns during daylgt hrs Mondays - Fridays. Rnwy 11-29 and taxiway between rnwys 23 and 29 clsd to all operns. (3-29)

ERWIN ARPT: Caution in landing - field ruf. (10-30)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.

GREENSBORO-HIGH POINT ARPT-TOWER: Soon ILS glide slope and MM facs will be shut down until approx June 19 - relctn. (3-8) Glide slope flyable to 20' above rnwy. No touchdown point. (3-30)

GREENVILLE-PITT GREENVILLE ARPT: 1000' SE end NW-SE rnwy closed, mrkd.(6-28)

HICKORY-RADIO: Visual courses unusable within 9n mi of stn acct scalloping and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt.

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.

SALISBURY ARPT: Boundary lgts inoperative. (2-16)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (3-9)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. (9-27) Open drainage ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. (4-4)

NORTH DAKOTA: DEVILS LAKE ARPT: Clsd to wheeled acft. (2-9)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

MINOT-PORT O' MINOT ARPT: Several unmrkd and unlgtd 29' poles erected 1900' NW end of NW/SE rnwy. (9-1) 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy. (1-5)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic --camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.(11-28)

**BEDFORD-MILES AVE ARPT: Abandoned. (3-2)

CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route alt. (2-23) DME coverage 60°-150°, 35 n mi at min en route alt.(1-14) About June 18, VOR/DME will be shut down until approx July 6 - modernization. Freq changed from 115.6 mc to 115.4 mc. (3-26)

OHIO: ✱CINCINNATI-GREATER CINCINNATI ARPT-TOWER: ILS glide slope usable to apch end rnwy 36. Apr 16 257.8 mc cmsnd. Rcvd too late for ANRA pages. FLD: Due to non-visibility twr unable to ctl single eng tfc on NW/SE taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution-men and equip working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas-flagged and lgtd.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr.

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92° const derrick 1900' off apch and 900' left of centerline rnwy 5L-lgtd.

COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35°-50° and 305°-325°

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules--Take Offs: Rnwy 27-turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9-turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum air speed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27 a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until one base leg or if a straight-in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach.

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness fron 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'.

DAYTON-ARPT: No grass operns. Due to non-visibility, twr unable to ctl traffic on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-MONTGOMERY COUNTY ARPT: Men and equipment on field.

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'. LF rng unreliable. Usable for homing only.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas closed.

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.

GROVE CITY-REAVER ARPT: E-W rnwy closed.

HAMILTON ARPT: Caution-grading on N side of E/W rnwy. Equip. on fld.

MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 110°.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

**NORWALK ARPT: Abandoned.

PORT CLINTON ARPT: Const S end N/S rnwy. Acft rqr approval before using sod area durg wet wea acct soft, xcpt when frozen. Lgtd wind tee SW corner of arpt.

PUT-IN-BAY ARPT: Closed.

SPRINGFIELD ARPT: Caution-controlled jet tfc operg off fld.

**STRONGSVILLE AIRPARK: New fld: Type:P. Lat 81-52; long 41-19. Lctn: 1 mi W. Elev: 840'. No. of rnwys: 3. Lngst rnwy & facs: 19. Fuel F2. Remarks: E blkd.

TILTONSVILLE-SCOTT ARPT: Green code: bcn perm discontd.

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed.

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.

WILLOUGHBY-LOST NATION ARPT: 205'(845'MSL) twr erected 8 n mi NE (60°T) at lat 41-44-23, long 81-14-09.

WOOSTER ARPT: NE/SW rnwy closed - construction.

OHIO: YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 miles.

** YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt with bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const-deep ditches 300' SE apch end rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32.

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

** ZANESVILLE-COMMERCE ARPT: Abandoned.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BARTLESVILLE-PHILLIPS ARPT-TOWER: About Apr 20, rcvr 122.5 mc will be decommissioned.

DUNCAN-HALLIBURTON ARPT: Men and equip on fld.-Use caution.

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed.

FREDERICK ARPT: 150'(1375'MSL) lgtd temp oil well drilling rig erected 1.2 n mi S (197°T) at lat 34-20-10, long 99-00-00.

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to air carrier and ngt operns.

✱HOBART-RADIO: Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

OKLAHOMA CITY-TULAKES ARPT: Lgtd drilling derrick erected 4.8 n mi S(172°T) at lat 35-27-00, long 97-39-00.

OKLAHOMA CITY-WILEY POST ARPT: 150' water twr erected NE corner.

PONCA CITY-RADIO: About May 7, VOR will be shut down until approx May 28. Freq will be changed from 117.3 to 113.2 mc.

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes.

TULSA-RADIO: VOR radials 270° to 315° have severe bends for a radius of 5 mi. out.

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy 3R-21L daylgt hrs only.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEND-STEARNS ARPT: Clsd winter months- snow.

CRESCENT LAKE JUNCTION ARPT: Closed winter months - snow.

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution.

EUGENE ARPK: 45 ft. unlgtd poles, 750' S SE end rnwy. Housing and street const adj SE end of rnwy.

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri From 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

IDANHA-SANTIAM JUNCTION ARPT: Closed winter months - snow.

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N/S taxiway closed. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45-caution-equip. crossing rnwys.

LAPINE ARPT: Closed winter months - snow.

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

OREGON: ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.

SCAPPOOSE-COLUMBIA COUNTY ARPT: Drag races will be conducted Apr 29, May 13, and 27, June 10 and 24, July 8 and 22, Aug 5 and 19, Sept 1, 2 and 3, Oct. 14. (4-6)

THE DALLES-RADIO: VOR figt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam const, stay above 1000' in this area. Rnwy lgts 7-25 inop.

TILLAMOOK-COASTWAY #2 ARPT: Water drains adj all rnwys - hazardous. (4-8)

TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.

WARRENTON: Effect. June 16-30 inclusive a temp. controlled firing area will be established: Name: Warrenton, Oreg. Description: N bndry: lat 46-10-04,; E bndry: long. 123-55-45; S bndry: lat 46-10-00; W bndry long. 124-20-00. Altitude: Surface to 20,000' MSL. Time of Use: 0800-1700 daily. Activities: Drone operations AAA firing. Controlling Agency: Oregon National Guard, Camp Clatsop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 300°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

**ALTOONA-BLAIR COUNTY ARPT: 34' p-line erected 1400' S end of N/S rnwy in line with E bndry fld - unmrkd. Unlgtd p-line erected from unlgtd hangar approx 250' NE of rnwy intsxn to bldg lctd approx 1000' NE of rnwy intsxn.

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

**CANADENSIS-BARRETT ARPT: Abandoned. (3-20)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri., 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

CLEARFIELD ARPT: Closed. (2-2)

DU BOIS ARPT: Closed. (6-10)

ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. I ctd at lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229' MSL. Class: BVOR.

EMLENTON ARPT: Closed. (2-16)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.

ERIE-PORT ERIE ARPT-TOWER: All components of ILS, xcpt MM and LMM shut down indefinitely - rnwy const. Apch lgt lane will remain in opern. (12-1)

GETTYSBURG: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.

NEW CASTLE-ARPT: Unlgtd TV antenna lctd on F apch to E/W rnwy. (10-24)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 closed for lndgs. Rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35 - mrkd days

PENNSYLVANIA: lgtd ngts moving and working westerly. All trans acft will park at the executive term transportation and services avail., load and unload stops at Pier C, only avail. for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive term for static parking. (4-5)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10. (2-2)

PHILIPSBURG-ALBERT ARPT: Caution - hvy equip. W of intsxn and N side E/W strip.

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. (10-28)

PITTSBURGH-ALLEGHENY CO ARPT-TOWER: ILS glide slope shut down. FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two-ft trenches lctd 5 to 30 ft from edges and ends all rnwys and taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consists of green bar lgts across the rnwy at the threshold and 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. (3-28) Lgts are variable in brightness and controlled by the Allegheny twr. Brightness settings are determined by prevailing wea conditions.

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end Rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28. (12-7)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'; About May 7, VOR will be shut down until approx May 28 - modification. (1-5)

SOMERSET-COUNTY ARPT: 200' lgtd temp micro-wave rdo twr erected 7.5 n mi NW (328° T) at lat 40-10-48, long. 79-07-49. (3-15)

STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265° at min en route alt.

TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

TOWANDA ARPT: Closed - flooded. (3-8)

WARREN ARPT: Caution - unsafe due to flood.

WASHINGTON ARPT: Clsd to transient acft.

WAYNESBURG-GREENE COUNTY ARPT: Rnwy lgts inop.

WILKES-BARRE-WYOMING VALLEY ARPT: NW/SE rnwy closed.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution - NW/SE strip under const.

★ANDERSON-RADIO: April 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths.

CHARLESTON-AFB MUNICIPAL ARPT: Rnwy 3-21 clsd. Hvy equip. and const vcnty intsxn rnwys 3-21 and 15-33. (4-9)

COLUMBIA ARPT-TOWER: Feb 10, operns transferred to mobile ctl tower unit lctd on ramp approx 175° N of and midway of a line parallel to rnwy 28. Voice on lclzr inop. FLD: Rnwys lgts not controllable from twr. Ramp area adj to mobile twr clsd, use taxiways only. Apch end of rnwy 23 not visible from mobile twr below 200'.

FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. (4-10)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, and all lndg area lgts inop. (10-21)

SOUTH CAROLINA: MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: Caution - men and equip. paving intsxn. Acft not equipped with rdo land on W end of E/W rnwy beyond intsxn.
NICHOLS ARPT: Caution - const. (2-24)
ORANGEBURG ARPT: Const - men and equip. on fld. (5-2)
SOUTH DAKOTA: ABERDEEN SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.
MILLER ARPT: Open only to ski-equipped acft. (2-1)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE ARPT: Rnwy 17-35 opern normal. (3-21)
RAPID CITY-RADIO: About May 3, VOR will be decmsnd, and relctd to lat 43-58-34, long. 103-00-44. (3-26)
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
★SIOUX FALLS-RADIO: April 16, ident LF and VOR ranges changed from SUJ to FSD. Rcvd too late for ANRA pages.
SIOUX FALLS-FOSS FLD-TOWER: About April 16, ILS lclzr ident will be changed from SUJ to FSD; LOM to FS, LMM to SD. (3-20)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. About May 7, VOR will be shut down until approx June 7. (4-9)
CROSSVILLE-RADIO: Mar 13, VOR shut down. During this period, the DME will also be out of service. V-51 from Chattanooga to Louisville, V-16 Nashville to Knoxville, V-16S Graham to Crossville, Tallassee, Rasar, Norris, Highway, Loudon, Sweetwater, Georgetown and Clinton Intersections will be unusable during this period. (4-11)
DYERSBURG ARPT: Rnwy lgts inoperative. (4-13)
GRAHAM-RADIO: About May 7, VOR will be shut down until approx June 7. (4-9)
★JACKSON-RADIO: April 5, VOR/DME cmsnd at new lctn.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
★MEMPHIS ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. (8-15) LOM converted to MHW, name changed to Brooks, ident BXS. No change in freq. Ground checked only. (4-13)
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270°, 35 n mi at MEA. (12-16)
NASHVILLE-BERRY ARPT: Temp 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33. (1-3)
TRI-CITY-RADIO: April 11, VOR/DME shut down until approx May 9. The following intersections re-established: Roan Mountain Int. 007° radial Asheville, N. C. VOR and SE course Tri-City LFR, Hilton Int. 327° bearing Tri-City LFR and 054° radial Knoxville VOR, Yuma Int. 290° bearing Tri-City LFR and 054° radial Knoxville VOR. (4-10)
TEXAS: ABLIENE-RADIO: VOR radials 180°-235° unusable - severe scalloping. (1-20)
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE MUNICIPAL ARPT: Bndry lgts rnwy 13-31 inop.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of Natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S. F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: Acft landing and taking off are cautioned to avoid Bergstrom

TEXAS: AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Const SE corner of fld. (10-11)
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)
BEAUMONT-RADIO: April 3, VOR shut down approx April 30 - modernization. (4-9)
**BEEVILLE-CHASE NAAS: 139' lgtd derrick erected 5600' NNE of NE corner. (2-9)
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
★CHILDRESS-RADIO: Apr 14, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages. (4-10) Mar 7, VOR shut down until approx Apr 20. When recmsnd, freq will be changed to 117.6 mc. (4-10)
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.
**CONVERSE-HEDRICK ARPT: New fld. Type: P. Lat 29-30, long. 98-25. Lctn: 8.0 NE San Antonio. Elev: 750'. No. of rnwys: 1. Lngst rnwy & facs: 21-S5. Fuel: F3. Remarks: Fence across N end. (3-21)
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon - Sat except during IFR conditions.
**CAMP STANELY: Effective April 20, 1956, Demolition Area will be rescinded. A controlled Firing Area will be established as follows: Name: Camp Stanley, Texas. Description: Beginning at lat 29-40-30, long. 98-35-00; thence to lat 29-44-30, long. 98-35-00; thence to lat 29-44-30, long. 98-38-00; thence to lat 29-40-30, long. 98-38-00; thence to lat 29-40-30, long. 98-38-00 thence to the point of beginning. Altitude: Surface to 2500' MSL. Activities: Demolition of explosives. Time of Use: Mon thru Fri 0700-1700 with a cloud ceiling of at least 5000' and visibility of 5 mi as reported by San Antonio International Airport Weather Bureau. Controlling Agency: Red River Arsenal, Texarkana, Arkansas. Effective date: April 20, 1956.
DALLAS-LOVE FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (3-16) FLD: 611' MSL lgtd stack 2000' SE end rnwy 13-31 lowered below 549' MSL adjoining bldg. 110' lgtd boom lctd 2900' S of present term. bldg. (3-19)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
DUMAS ARPT: New arpt, lctd 1.5 mi W of City with one paved NNE/SSW rnwy 4400' long, opened to tfc. (6-15)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 & 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited.
FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. Effect. May 1, hrs opern will be 0600-2200. (4-4)
**FORT WORTH-T.C.U. ARPT: Abandoned. (3-12)
★GALVESTON-RADIO: Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.
**GOLDTHWAITE ARPT: Abandoned. (2-16)
★GREGG COUNTY-RADIO: Trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bomging, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-16-00, long. 96-32-00.
HONDO AIR BASE: Inten. day and ngt USAF primary trng VFR to 10,000' Mon - Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns of Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

TEXAS: HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615, approx 12.2 n mi E.

HOUSTON-RADIO: VOR courses 120°-140° unusable acct scalloping and bends. (7-16)

**HOUSTON-CLOVER ARPT: 1196' (1236'MSL) lgtd TV twr erected 3.3 n mi S (177°T) at lat 29-27-57, long. 95-13-24.

HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder NW-SE rnwy. Men and equip. on sod area between new terminal apron and the E-W, NE-SW and NW-SE rnwys. Stay on pavement. (10-25)

**IRVING-JAP LEE AIRSTRIP: New fld: Type: P. Lat 32-51, long. 96-57. Lctn: 3 mi N. Elev: 420'. No. of rnwys: 3. Lngst rnwy & facs: 17. Fuel: F1. (9-18)

JASPER COUNTY ARPT: Beacon inop. (1-11)

JUNCTION-RADIO: Mar 12, VOR shut down until approx April 20-modification. When recmsnd, freq will be changed to 116.0 mc. (4-10)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LAREDO-RADIO: Mar 3 VOR shut down until approx May 5, modification. (3-12)

LEON SPRINGS: Effect. April 20, 1956, Demolition area will be rescinded.

LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' F of center line N/S rnwy, 500' S of north taxiway. (12-16)

✱LUBBOCK-ARPT-TOWER: Apr 16, trans and rcvr 257.8 mc cmsnd. Rcvd too late for ANRA pages.

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°,35n mi at 2000';015°-060°,35n mi at 1700'; 060°-125°, 35n mi at 1500'.

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs. (1-24)

MIDLAND ARPK: Use rnwys only - no lgts avail. (4-4) Mil student flying restricted from use of N-S rnwy. (10-12)

✱MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. Mar 20, VOR shut down until approx May 22 - modification.(3-20) Apr 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (9-1)

PALACIOS-RADIO: About Apr 16, VOR will be shutdown until approx June 18. (3-2)

PALACIOS BCN SITE 9, CRP-HOU: Effect. May 1 bcn will be discontd. (4-4)

PERRYTON ARPT: Bndry and bcn lgts inop. (8-4)

PT. ISABEL ARPT: Unattended. No fuel or services. (4-2)

QUITMAN-RADIO: Soon VOR will be shut down until approx Apr 30 - modernization.(2-28)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°,43n mi at 8500'; 290°-015°, 43n mi at 9000'; 015°-045°, 26 n mi at 10,800'. About April 16, VOR will be shut down approx June 18 - modernization.(3-8) Concurrent with shutdown, Salt Flat int estab using El Paso 080° radial and V-94 Adj stn arwy radial. MEA El Paso to Salt Flat Int via V-16 10,800'MSL. Salt Flat int to Gore Int via V-16 14,000'MSL. Gore Int to Wink published MEA. (4-9)

** SAN AUGUSTINE-FAIRWAY FARM ARPT: New fld. Type: P. Lat 31-30, long 94-02. Lctn: 4 SSE. Elev: 380. No. of rnwys: 1. Lngst rnwy & facs: 36. Fuel: F2.

SAN MARCOS ARPT: Closed - const. (4-9)

SHERMAN ARPT: Caution - equip. on fld. (1-7)

T EXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only.

WINK, 18, ELP-FTW ARPT: Runway lgts 4-22 and 17-35 perm. decommissioned and clsd to ngt operns. (4-12)

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

JORDAN NARROWS: Temporary Controlled Firing Area is amended as follows: Time of Use: June 3 to 24, 1956 inclusive.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR coverage this area 17 n mi at 6500'; 30 n mi at 11,000'; coverage 10°-135°, 22 n mi at min en route alt. DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'.

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50°30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° th ru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (t el Capital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Capital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd durg winter month acct no snow removal. Open to ski operns only. (1-4)

BRISTOL ARPT: E-W rnwy closed, obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.

MIDDLEBURY ARPT: Closed, xcpt prior arranged flgts - due soft ground. (4-4)

VIRGINIA: **ALEXANDRIA ARPT (HYBLA VALLEY): Abandoned. (3-31)

BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. (12-28)

BRIDGEWATER-SHEN-MEYER ARPT: Fld soft when wet durg winter months. (11-25)

CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)

**DAHLGREN -SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35n mi at 4000'. Feb 8 until approx May 8 INSACS will be discontd - Martinsburg, W. Va will control VOR and LF rngs. Auto. wea trans entered on Service A. (2-7)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. About April 23 VOR will be shut down until approx May 4 - modification. (1-5)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

HOT SPRINGS-INGALLS FLD: Now open for season. (4-4)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. About June 18, VOR/DME will be shut down until approx Aug 3. (4-13)

LEESBURG ARPT: New 3500' E-W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop.,ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35n mi at min instr alt. DME coverage 10°-40°, 35n mi at 6000'; 40°-120°, 43n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

VIRGINIA: RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. Men and equip adj all rnwys and taxiways - caution.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.

EASTON ARPT SITE 5-B, SEA-HLN: Closed - snow. (11-3)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs. (2-23)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)

MT. CATHERINE BCN SITE #4, SEA-HLN: Bcn inop. (2-16)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43n mi at 4000'; 45°-135°, 43 n mi at 8000' 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming area adj to taxiways and rnwys thru fall. (5-14)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

SEATTLE-RADIO: VOR radial 158°unusable for instr apch. (3-15)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'. (3-15)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. (8-17) Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. (3-15)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-CALKINS ARPT: Rnwys N/S and E/W closed. (8-30)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 260°-280° unreliable; 280°-330°, 40 n mi at 9000'; 330°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21 - caution. Rnwy 16-34 clsd-const.

**SPOKANE-LEMEN ARPT: Abandoned. (3-30)

TACOMA ARPT:Rnwys being repaired. Roller and other equip on fld and rnwys. Caution - Land according to wind tee between rnwys. (1-26)

WASHINGTON-DEER PARK ARPT: Effective April 8, E/W rnwys clsd on alternate Sundays - drag races. (4-9)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, & on the 123°, 161°, 191°298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: **BECKLEY-RALEIGH CO MEM'L ARPT: Five 90' lgtd poles 1 mile E rnwy28.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. About May 7, VOR/DME will be shut down until approx June 8 - modernization. (3-26)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop.

✱HUNTINGTON-RADIO: April 16, trans 255.4 mc cmsnd. Rcvd too late for ANRA pages.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail. 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: CABLE-UNION ARPT: Closed. (1-14)

FOND DU LAC SKYPORT: Caution in snow. Rnwy sides soft wet seasons. (4-9)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar ctl. FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees.

**RICE LAKE-ARROWHEAD ARPT: 466' (1783' MSL) lgtd antenna erected 2.9 n mi NW (311°T) at lat 45-30-27, long. 91-46-28. (3-28)

WAUKESHA COUNTY ARPT: Rnwy lgts being moved from NE/SW rnwy to E/W. Do not land NE/SW rnwy. (11-3)

WOODRUFF-ARBOR-VITAE-RADIO: Privately owned MH fac shut down until May 1, 1956. (Except on req.) (11-9)

WOODRUFF-ARBOR VITAE ARPT: Clsd winter months. (11-9)

WYOMING: **BUFFALO ARPT: 173' (4780' MSL) lgtd steel guyed twr erected 2 n mi NW.

CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs. April 9, VOR shut down until approx May 9 - modernization. Freq will be changed to 116.2 mc.

CASPER-NATRONA COUNTY ARPT: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-9)

CHEYENNE ARPT-TOWER: About Apr 17, ILS glide slope and lclzr will be shut down. About Apr 24, glide slope freq will be changed to 333.8 mc, lclzr to 109.9 mc.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

JACKSON ARPT: E/W rnwy clsd - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy.

KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet. (11-6)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed. (4-12)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-260°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.

PUERTO RICO: ✱SAN JUAN-PUERTO RICO INTERNATIONAL ARPT-TOWER: Effect. Apr 1, trans and rcvr 126.18 mc discontd. FLD Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr. Caution.

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHARLESTON, S. C. AFB-Municipal 45 SBRAZ-CHS Procedure Number 1 Amendment Number 12 Effect. 18 February 1956 Supersedes Amendment 11 dated 8 April 1955.	CANCELLED EFFECTIVE ---- MAY 8, 1956. Reissued as "SPECIAL" Procedure - not published in Reg. of Admin. Part 609.									
CINCINNATI, OHIO Lunken Arpt. 488 SBRAZ-DTV CIN Procedure Number 1 Amendment Number 1 Effect. date: 26 May 1956 Supersedes Form ACA-1725, dated 2 April 1953.	Loveland FM (Final)	224 7.7 n	1600	N side NF crs. 044 - outbnd 224 - inbnd 2600 within 10 n miles.	1600	227 4.3 n	2 Engine or less T-d T-n C-d C-n S-24 d n A-dn More than 2 Engine T-d T-n C-dn S-24 d n A-dn	400-1 600-1 800-1 800-1.5 800-1 800-1.5 NA 	400-1 600-1 900-1.5 900-1.5 800-1 800-1.5 NA 400-1 600-1 900-1.5 800-1 800-1.5 NA	Within 4.3 nautical miles after passing the Cincinnati LFR or if landing not accomplished, make a left climbing turn, climb to 2300' on the SE course within 20 nautical miles NOTE: No weather reporting service available. AIR CARRIER NOTE: Not authorized for air carrier operations.
	Mt. Orab FM	296 22.0 n	2100							
DALLAS, TEXAS Love Fld. 485 SBRAZ-DTV DAL Procedure Number 1 Amendment Number 14 Effect. 26 May 1956. Supersedes Amendment 13 dated 19 June 1955. Major Changes: Remove Air Carrier Note.	Dallas VOR	230 11.3 n	2000	E side S crs. 176 - outbnd 356 - inbnd 2600 within 10 n miles.	1100 *	358 2.0 n	2 Engine or less T-dn C-dn *S-dn 36 More than 2 Engine T-dn C-dn *S-dn 36 All Aircraft A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 200-0.5 500-1.5 400-1 800-2	Within 2.0 nautical miles, climb to 2000' on N course within 20 nautical miles. * If DAL FM not received descent below 1400' and straight-in minima NA. CAUTION: 695' MSL Tank 1.7 nautical miles SE Runway 31.
	Duncanville FM or MHW(final)	356 9.0 n	1400							
	Dallas FM (final)	356 2.7 n	1100							
	Radar Terminal Area Transition altitude: 2000' within 5 to 20 nautical miles. Radar control must provide 3 nautical miles or 1000 vertical separation or 3 to 5 nautical miles and 500 vertical separation from radio towers 1158 MSL-20 nautical miles N - 2349 MSL-16 nautical miles SSW- 1230 MSL-10 nautical miles WNW - of airport.									
DETROIT, MICHIGAN Detroit-Wayne Major Arpt 639 SBRAZ-VDT RML Procedure Number 1 Effect. date: 31 May 1956 Amendment No. 9, Supersedes No. 8 dated 22 March 1955. Major Changes: 1. Transition added from Park VHF Intsxn & QG VOR. 2. Radar transition authorized. 3. Crs. & distance revised Col. 3 - CGS. 4. Distance revised Col. 5(criteria). 5. Note regarding 1311' tower Col. 11 deleted.	Salem VOR	144 13.9 n	2000	S side W crs. 261 - outbnd 081 - inbnd 2000 within 10 n miles.	1500	107 1.6 n	2 Engine or less T-dn C-dn A-dn More than 2 Engine T-dn C-dn A-dn	300-1 500-1 800-2 	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within 1.6 nautical miles, make right turn, climb to 2000', proceed to RML LOM or when directed by ATC: (1) Make left turn, climb to 2000', proceed to FRD RBN. (2) Make left turn, climb to 2300', return to RML LFR. (3) Make right turn, climb to 2300', proceed to Flat Rock Intsxn.
	Willow Run LOM	075 10.6 n	Final 1500							
	CRL VOR	018 11.3 n	2000							
	Windsor VOR	265 19.5 n	2300							
	Park VHF Intsxn.	265 5.9 n	2000							
	Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 nautical miles from DET LFR. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.									
DETROIT, MICHIGAN Willow Run Arpt. 716 SBRAZ-VDT RML Procedure Number 1 Effect. date: 31 May 1956 Amendment No. 6, Supersedes No. 5 dated 22 March 1955. Major Changes: 1. Arpt elevation added. 2. Transit. added from QG VOR. 3. Transit. deleted from intsxn E crs/ RML LFR & 295 bear. to FRD MHW. 4. Courses revised to CGS data transit. 2&3. 5. Transit. added from Park VHF Intsxn. 6 Radar transit. authorized	Intsxn. E crs. RML LFR & 036 radial CRL VOR	266 4.6 n	Final 1800	N side E crs. 086 - outbnd 266 - inbnd 2300 within 10 n miles.	1800	274 5.5 n	2 Engine or less T-dn C-du S-dn 27L 27R A-dn More than 2 Engine T-dn C-dn S-dn 27L 27R A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 5.5 nautical miles, climb to 2000' on West course within 20 nautical miles or when directed by ATC: (1) Make left turn, proceed to Willow Run ILS LOM, climbing to 2300'. (2) Make right turn, climb to 2500' on the 170 radial of Salem VOR, proceed to the Salem VOR.
	Carleton VOR	018 11.3 n	2000							
	Salem VOR	144 13.9 n	2000							
	QG VOR	265 19.4 n	2300							
	Park VHF Intsxn	265 5.9 n	Final 1800							
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3 nautical miles from DET LFR. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.									
EL PASO, TEXAS International Arpt. 3936 SBRAZ-VDT ELP Procedure Number 1 Amendment Number 10 Effect. 26 May 1956. Supersedes Amdt. No. 9 dated 9 July 1955. Major Changes: New Format. Added caution note on procedure turn altitude.	Hueco Mt. Fan Marker (Final)*	258 15.0 n	5000	S side of crs. 078 - outbnd 258 - inbnd 6500 within 10 n miles. (Beyond 10 n mi. NA#)	5000	258 4.0 n	2 Engine or less T-dn C-dn S-dn 26 A-dn More than 2 Engine T-dn C-dn S-dn 26 A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 4.0 nautical miles, turn left to 125° climb to 5000' on South course within 20 nautical miles. Procedure turn non-standard due to terrain north. *Maintain 7000' until 5 nautical miles West of Hueco Mt. FM. If Hueco Mt. FM not identified maintain 8000' until over El Paso LFR. # Caution: High terrain 9.5 nautical miles East of El Paso LFR.
	El Paso VOR	259 0.6 n	5000							
	Clint Radio Beacon	327 14.0 n	5000							
	Intsxn ILS NE crs. & W crs. LFR	078 5.0 n	5000							
END, OKLAHOMA Woodring Arpt. 1159 MRLWZ - END Restricted Procedure Number 1, dated 22 July 1954.	PROCEDURE CANCELLED, EFFECTIVE APRIL 19, 1956. DUE DECOMMISSIONING OF LFR.									(17 Apr 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS.; OUTBND. AND INBND. ALTITUDES; LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
GREENSBORO, N. C. Greensboro-High Point Arpt. 923 SBRATX - VDT GSO Procedure Number 1 Amendment No. 10. Effect: 19 May 1956. Supersedes Amdt. No. 9, dated 2 Feb. 1954. Major Changes: Revises course from VOR and airport elevation. Lower Minima 2-engine aircraft.	Summit Hill FM (final) Greensboro VOR	237 8.0 n 042 4.9 n	1800 2300	N side NE crs. 067 - outbnd 237 - inbnd 2300 within 10 n mi.	1800	250 1.2 n	2 Engine or less T-dn C-dn More than 2 Engine T-dn C-dn All Aircraft A-dn	300-1 400-1 800-2	 300-1 500-1 200-0.5 500-1.5 800-2	Within 1.2 nautical miles, turn left, climb to 2300' on SE course within 20 nautical mi. or when directed by ATC, turn right, climb to 4000' on NW course. of Greensboro LFR within 20 nautical miles.
HOUSTON, TEXAS International Arpt. 50 SBRAZ-DTV HOU Procedure Number 1 Amendment No. 17 Effect: 19 May 1956 Supersedes Amdt. No. 16, dated 22 October 1955. Major Changes: Increase radar terminal area maneuvering and procedure turn altitudes.	Friendswood Intsxn. (final) Arcola FM Houston FM Houston VOR Radar Terminal Area Maneuvering Altitude 2200' within 20 nautical miles.	310 4.4 n 039 14.1 n 130 7.5 n 137 1.9 n	700 1500 1300 1200	E side SE crs. 130 - outbnd 310 - inbnd 1700 within 10 n mi. (Beyond 10 n mi. NA.)	700	310 1.9 n	2 Engine or less T-dn C-dn S-30* dn A-dn More than 2 Engine T-dn C-dn S-30* dn A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 1.9 nautical miles, climb to 1800' on NW course within 20 nautical miles. *590' per minute descent required at 120 MPH.
Procedure Number 2 Amendment No. 11 Effect: 19 May 1956 Supersedes Amdt. No. 10, dated 22 October 1955. Major Changes: Increase procedure turn and radar terminal area maneuvering altitudes.	Friendswood Intsxn Arcola FM Fairbanks Intsxn (final) Houston VOR Radar Terminal Area Maneuvering Altitude all directions 2200 within 20 nautical miles.	310 4.4 n 039 14.1 n 130 8.3 n to HOU FM 137 1.9 n	1200 1500 1500 1200	W side NW crs. 310 - outbnd 130 - inbnd 1800 within 10 n mi.	1500 over HOU FM	130 4.9 n	2 Engine or less T-dn C-dn S-dn 12 A-dn More than 2 Engine T-dn C-dn S-dn 12 A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 4.9 nautical miles from Houston FM, climb to 1700' on SE course within 15 nautical miles.
RAWLINS, WYOMING Municipal Arpt. 6784 SBRAZ-DTV SIR Procedure Number 1 Amendment No. 6. Effect: 26 May 1956. Supersedes Amendment No. 5, dated 1 August 1952. Major Changes: New format.				N side of E crs. 8600 within 10 n miles. (Beyond 10 n mi. NA.)	8300	257 4.9 n	2 Engine or less T-d *T-n C-d C-n A-d A-n	500-1 1500-3 1500-3 2000-5 1500-3 2000-5 BCOB	NA NA NA NA NA NA	Within 0 miles climb to 10,000' on West course SIR LFR within 20 nautical miles. *Night take-off authorized on runway 22 only. Restrictions - night operation authorized only when obstruction lights on hills NE of airport are operating. NOTE: High unlighted terrain surrounding airport.

VOR/DME INSTRUMENT APPROACH PROCEDURES (DISTANCES ARE IN NAUTICAL MILES)

If a VOR/DME instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION TO FACILITY OR TRANSITION TO DME ORBIT FROM MI.	TO MI.	RADIAL	MIN. ALT.	PROCEDURE TURN . . . . . SIDE OF APPROACH RADIAL . . . . ALTITUDE . . . . LIMITING DISTANCES	MINIMUM ALTITUDE ON APPROACH RADIAL FROM MI.	TO MI.	RADIAL	MIN. ALT.	PROCEDURE NO. . . . . DIRECT OR RIGHT OR LEFT TURN TO FINAL APPROACH ORBIT RWY. NO.	MINIMUM ALTITUDE ON FINAL APPROACH ORBIT FROM RADIAL	TO RADIAL	MIN. ALT.	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENGINE OR LESS 65 KNOTS OR LESS	MORE THAN 65 KNOTS	MORE THAN TWO ENGINE MORE THAN 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED LANDING MINIMUMS AT FIX SPECIFIED OR IF LANDING NOT ACCOMPLISHED . . . . .
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
ABILENE, TEXAS - MUNICIPAL ARPT. - Elevation 1778 - BVOR DME - Ident: ABI - Amendment: Original, Effective May 26, 1956																	
NOTE: When authorized by ATC, DME may be used within 10 nautical miles at 3800' orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.				S side 281 3500 within 10 mi.	10.0 0.0 8.8	0.0 8.8 9.5	281 101 101	2600 2500 2200	Proc. #1 direct to airport				T-dn C-dn A-dn C-d # C-n #	300-1 400-1 800-2 800-1 800-2	300-1 500-1 800-2 800-1 800-2	200-0.5 500-1.5 800-2 800-1.5 800-2	Within 9.5 miles, climb to 3100' on radial 101° within 20 miles.
				S side 281 3500 within 10 mi.	10.0 0.0	0.0 9.7	281 074	2600 2600	Proc. #2 Right 9.7 runway 17	074	099	2200	T-dn C-dn S-dn 17 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Turn left, climb to 3100' on radial 101° within 20 miles.
				S side 281 3500 within 10 mi.	10.0 0.0	0.0 10.0	281 127	2600 2500	Proc. #3 Left 10.0 runway 35	127	103	2200	T-dn C-dn S-dn 35 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Turn right, climb to 3100' on radial 101° within 20 miles.
15.0 15.0 15.0 15.0	9.7 9.7 9.7 9.7	039 055 024 070	2900 2900 2900 2900	NA					Proc. #4 left 9.7 runway 17	024 074	074 099	2400 2200	T-dn C-dn S-dn 17 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Turn left, climb to 3100' on radial 101° within 20 miles.
#Minimums without DME and for Procedure No. 1 only, with a procedure turn.																	
COLLEGE STATION, TEXAS - EASTERWOOD ARPT. - Elevation 319 - BVOR - Ident: CLL - Amendment - Original, Effective 19 May 1956. Supersedes: None																	
				S side 278 1500 within 10 miles.	10.0 0.0	0.0 2.5	278 098	900(final) 700(final)	Procedure # 1 direct to airport				T-dn C-dn S-dn 10 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.5 miles, climb to 1500 on radial 125 within 20 mi.
				N side 098 1800 within 15 miles	15.0 8.0	8.0 3.4	098 098	900(final) 700(final)	Procedure # 2 back course to airport				T-dn C-dn S-dn 28 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	At 3.4 miles, climb to 1700 on radial 278 within 20 miles.
NOTE: When authorized by ATC, DME may be used within 15 miles, at 1800 feet orbiting altitude to position aircraft for a final approach with elimination of procedure turn. Without DME, Procedure Number 1 authorized, but procedure turn required.																	

(17 Apr 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (TVOR) PROCEDURES (DISTANCES ARE IN NAUTICAL MILES)

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DIST FROM INT RWY CTR LINE EXTENDED AND FINAL CRS TO APP END OF RWY.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG OR LESS: 65 KNOTS OR LESS	TWO ENG OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT TVOR OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICHIGAN Willow Run Arpt 716' TVOR YIP TVOR-4R Amendment Number 1 Effect date 31 May 1956 Supersedes Original dated 23 July 1955 Major Changes: 1 Transitions added from Park and Bridgewater VHF Intsxn. 2. Radar transitions reworded. 3 Minor course revisions-CGS data 4. Col. 6 revised	CRL VOR	348 11.7	2000	S side of crs: 240 - outbnd 060 - inbnd 2000 within 10 mi.	Track Intsxn * 1500 1200 over YIP TVOR	049 0.43 From Track Intsxn * to YIP TVOR 060° 4.34 mi.	T-dn C-dn S-dn 4R A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Climb to 2000', proceed to Beacon Intsxn (#) or when directed by ATC: 1. Make left turn, climb 2500', proceed to SVM VOR on the SVM VOR 170 radial. 2. Make right turn, climb to 2300', proceed via W crs. Detroit LFR to the Detroit LFR. *Track Intsxn.: Intsxn YIP TVOR 240 radial & CRL VOR 325 radial. (Dual omni receivers required unless radar fix obtainable at Track Intsxn) #Beacon Intsxn.: Intsxn YIP TVOR 040 radial & SVM VOR 143 radial.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn	271 11.6	2000								
	Bridgewater VHF Intsxn.	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from Track Intersection. Refer to Form ACA 511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
TVOR-9L Amendment #2. Effect. date 31 May 1956. Supersedes Amdt No. 1 dated 11 February 1956 Major Changes: 1. Transitions added from Park & Bridgewater VHF Intsxn. 2. Radar transitions reworded. 3. Minor crs. revisions CGS data. 4. Col. 6 revised.	CRL VOR	348 11.7	2000	S side of crs: 285 - outbnd 105 - inbnd 2200 within 10 mi.	YIP Intsxn * 1700 1200 over YIP TVOR	092 0.7 From YIP Intsxn * to YIP TVOR 105° 5.0 mi.	T-dn C-dn S-dn 9L A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Climb to 2000', proceed to Railroad Intsxn (#), or when directed by ATC: 1. Make left turn, climb to 2500', proceed to SVM VOR on the SVM VOR 170 radial. 2. Climb to 2300', proceed via W crs. Detroit LFR to the Detroit LFR. *YIP Intsxn.: Intsxn YIP TVOR 285 radial (Dual omni receivers required unless radar fix obtainable at YIP Intsxn.) #Railroad Intsxn.: Intsxn YIP TVOR 072 radial & CRL VOR 005 radial.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn.	271 11.6	2000								
	Bridgewater VHF Intsxn	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from YIP Intersection. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
TVOR-9R Amendment Number 1 Effect. date 31 May 1956 Supersedes Original dated 23 July 1955 Major Changes: 1 Transition added from Park VHF Intsxn & Bridgewater VHF Intsxn. 2 Radar transitions reworded 3 Minor course revisions-CGS data 4. Col. 6 revised	CRL VOR	348 11.7	2000	S side of crs: 255 - outbnd 075 - inbnd 2000 within 10 mi.	Tower Intsxn * 1900 1200 over YIP TVOR	092 0.6 From Tower Intsxn* to YIP TVOR 075° 4.8 mi.	T-dn C-dn S-dn 9R A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Climb to 2000', proceed to #Railroad Intsxn(#), or when directed by ATC: (1) Make right turn, climb to 2300', proceed via W crs DET LFR to DET LFR. 2. Make right turn, climb to 2000', proceed to CRL VOR. 3. Make left turn, climb to 2500', proceed on SVM VOR 170 radial to SVM VOR. *Tower Intsxn.: Intsxn YIP TVOR 255 radial and SVM VOR 190 radial (dual omni receivers required unless radar fix obtainable at Tower Intsxn.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn	271 11.6	2000			#Railroad Intersection: Intersection YIP TVOR 72 radial and CRL VOR 005 radial.					
	Bridgewater VHF Intsxn	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on final approach course at least 3.0 miles from Tower Intsxn. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
TVOR-14 Amendment Number 2 Effect. date 31 May 1956 Supersedes Amdt 1 dated 18 February 1956. Major Changes. 1 Transition added from Park VHF Intsxn & Bridgewater VHF Intsxn 2 Radar transitions reworded. 3 Minor course revisions-CGS data 4. References to YIP VOR changed to YIP TVOR. 5 Course changed Col 7 to runway mag. crs.	CRL VOR	348 11.7	2000	W side of crs: 310 - outbnd 130 - inbnd 2200 within 10 mi.	Ann Intsxn* 1700 1200 over YIP TVOR	139 0.43 From Ann Intsxn * to YIP TVOR 130° 4.3 mi	T-dn C-dn S-dn 14 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Climb to 2000', proceed to Belleville Intsxn (#) or when directed by ATC: 1. Climb to 2000', proceed to CRL VOR. 2 Make right turn, climbing to 2300, proceed to YIP LOM. 3 Make left turn, climb to 2300', proceed via West course DET LFR to the DET LFR *Ann Intsxn.: Intsxn YIP TVOR 310 radial and SVM VOR 190 radial. (Dual omni receivers required unless radar fix obtainable at Ann Intsxn.) #Belleville Intsxn.: Intsxn YIP TVOR 150 radial & CRL VOR 360 radial.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn.	271 11.6	2000								
	Bridgewater VHF Intsxn.	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach crs at least 3.0 miles from Ann Intsxn. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
TVOR-18 Amendment Number 1 Effect. date: 31 May 1956 Supersedes Original dated 23 July 1955 Major Changes: 1 Transitions added from Park and Bridgewater VHF Intsxn. 2. Radar transitions reworded. 3 Minor crs. revisions-CGS data. 4. Col. 6 revised to include altitude over TVOR.	CRL VOR	348 11.7	2000	W side of crs: 345 - outbnd 165 - inbnd 2000 within 10 mi.	Denton Intsxn * 1500 1100 over YIP TVOR	182 0.7 From Denton Intsxn * to YIP TVOR 165° 3 mi.	T-dn C-dn S-dn 18 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 2000', proceed to Willis Intsxn (#) or when directed by ATC: 1. Climb to 2300', proceed to Willow Run LOM. 2. Climb to 2300', proceed to Wayne Major LOM. 3 Climb to 2000', proceed to CRL VOR. *Denton Intsxn.: Intsxn YIP TVOR 345 radial & 90° bearing to FRD RBN. (Omni and ADF receiver required unless radar fix obtainable at Denton Intsxn). #Willis Intsxn.: Intsxn YIP TVOR 195 radial and CRL VOR 330 radial.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn.	271 11.6	2000								
	Bridgewater VHF Intsxn.	080 18.5	2200								
	Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from Denton Intsxn. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (17 Apr 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DIST FROM INT RWY CTR LINE EXTENDED AND FINAL CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG OR LESS: 65 KNOTS OR LESS	TWO ENG OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT TVOR, OR IF LANDING NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICH. Willow Run Arpt. 716' TVOR-27R TVOR YIP Amendment Number 1 Effect. date: 31 May 1956. Supersedes Original dated 23 July 1955. Major Changes: 1. Transitions added from Park and Bridgewater VHF Intsxn. 2. Radar transitions reworded. 3. Minor course revisions -CGS data. 4. Col. 6 revised.	CRL VOR	348 11.7	2000	N side of crs: 072 - outbnd 252 - inbnd 2000' within 10 mi.	Railroad Intsxn * 1500 1100 over YIP TVOR	272 0.8 From Railroad Intsxn * to YIP TVOR 252 3.5 mi.	T-dn C-dn S-dn 27R A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 2000', proceed to YIP Intsxn (*), or when directed by ATC: 1. Make right turn, climb to 2500', proceed to SVM VOR on SVM VOR 170 radial. 2. Make left turn, climb to 2300', proceed to YIP ILS LOM. *Railroad Intsxn: Intsxn YIP TVOR 072 radial & CRL VOR 005 radial (Dual omni receivers required unless radar fix obtainable at Railroad Intsxn). *YIP Intsxn: Intsxn YIP TVOR 285 radial and SVM VOR 195 radial
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn.	271 11.6	2000								
	Bridgewater VHF Intsxn.	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from Railroad Intersection. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
TVOR-32 Amendment Number 2 Effect. date: 31 May 1956. Supersedes Amdt. No. 1 dated 11 February 1956. Major Changes: 1. Transitions added from Park and Bridgewater VHF Intsxn. 2. Radar transitions reworded. 3. Minor course revisions-CGS data. 4. Col. 6 revised.	CRL VOR	348 11.7	2000	E side of crs: 150 - outbnd 330 - inbnd 2000' within 10 mi.	Belleville Intsxn * 1500 1100 over YIP TVOR	319 0.7 From Belleville Intsxn * to YIP TVOR 330 4.8 mi.	T-dn C-dn S-dn 32 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 2200', proceed to Ann Intsxn (*), or when directed by ATC: 1. Make right turn, climb to 2500', proceed to SVM VOR on the SVM VOR 170 radial. 2. Make left turn, climb to 2300', proceed to the YIP ILS LOM. *Belleville Intsxn: Intsxn YIP TVOR 150 radial & CRL VOR 360 radial (Dual omni receivers required unless radar fix obtainable at Belleville Intsxn.) *Ann Intsxn: Intsxn YIP TVOR 310 radial and SVM VOR 190 radial.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn.	271 11.6	2000								
	Bridgewater VHF Intsxn.	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from Belleville Intersection. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
TVOR-36 Amendment Number 1 Effect. date: 31 May 1956. Supersedes Original dated 23 July 1955. Major Changes: 1. Transitions added from Park & Bridgewater VHF Intsxn. 2. Radar transitions reworded. 3. Minor crs. revisions-CGS data. 4. Col. 6 revised.	CRL VOR	348 11.7	2000	E side of crs: 195 - outbnd 015 - inbnd 2000 within 10 mi.	Willis Intsxn * 1500 1100 over YIP TVOR	002 0.7 From Willis Intsxn * to YIP TVOR 015 5.0 mi.	T-dn C-dn S-dn 36 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 2000', proceed to Denton Intsxn (*), or when directed by ATC: 1. Make left turn, climb to 2500', proceed to SVM VOR on SVM VOR 170 radial. 2. Climb to 2700' on back course YIP ILS localizer to Midcraft Intsxn. 3. Make right turn, climb to 2300', proceed to FML LFR. *Willis Intsxn: Intsxn YIP TVOR 195 radial & CRL VOR 330 radial (Dual omni receivers required unless radar fix obtainable at Willis Intsxn). *Denton Intsxn: Intsxn YIP TVOR 345 radial & 090° bearing to FRD RBN.
	SVM VOR	166 10.7	2000								
	RML LFR	278 5.7	2000								
	FRD RBN	227 4.4	2000								
	Park VHF Intsxn.	271 11.6	2000								
	Bridgewater VHF Intsxn.	080 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3 miles from Willis Intersection. Refer to Form ACA 511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										
HOUSTON, TEXAS International Arpt. TVOR-3 BVOR-DME Amendment No. 2 Effect. date: 19 May 1956. Supersedes Amendment No. 1 dated 4 February 1956	25 to 10 mile fix #	051 15.0	2100	S side 231 - outbnd 051 - inbnd 2100 within 10 mi. @	500 *	036 0.83	Minimums for all Procedures: T-dn C-dn S-dn 8 A-dn 8-Straight in to runway indicated by procedure number.	500-1 400-1 400-1 800-2	500-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 1600' on radial 036 within 20 miles.
	10 to 5 mile fix #	051 5.0	1500								
	5 mile fix # to airport (final)	051 5.0	500								
TVOR-12	25 to 10 mile fix #	118 15.0	1800	W side 298 - outbnd 118 - inbnd 1800' within 10 mi. @	500 *	126 0.34					Climb to 1700' on radial 134 within 20 miles.
	10 to 5 mile fix #	118 5.0	1500								
	5 mile fix # to airport (final)	118 5.0	500								
TVOR-17	25 to 10 mile fix #	146 15.0	1800	W side 326 - outbnd 146 - inbnd 1800' within 10 mi. @	500 *	171 0.95					Climb to 1700' on radial 134 within 20 miles.
	10 to 5 mile fix #	146 5.0	1500								
	5 mile fix # to airport (final)	146 5.0	500								
TVOR-21	25 to 5 mile fix #	197 20.0	1500	W side 017 - outbnd 197 - inbnd 1500' within 10 mi. @	500 *	216 0.75					Climb to 2100' on radial 218 within 20 miles.
	5 mile fix # to airport (final)	197 5.0	500								
TVOR-30	25 to 10 mile fix #	321 15.0	2200	E side 141 - outbnd 321 - inbnd 2200' within 10 mi. @	500 *	306 0.71					Climb to 1800' on radial 306 within 20 miles.
	10 to 5 mile fix #	321 5.0	1500								
	5 mile fix # to airport (final)	321 5.0	500								
TVOR-35	25 to 5 mile fix #	019 20.0	1500	E side 199 - outbnd 019 - inbnd 2200' within 10 mi. @	500 *	351 1.12					Climb to 1600' on radial 009° within 20 miles.
	5 mile fix # to airport (final)	019 5.0	500								

ALL PROCEDURES: #Fixes may be determined by either DME or Radar. Radar Terminal Area Maneuvering altitude all directions 2200' within 20 nautical miles. @ When authorized by ATC, DME may be used within 10 nautical miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn. *After completion of procedure turn, descent below 1500' not authorized until passing 5 nautical mile DME or Radar Fix.

(17 Apr 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (TVOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FAC IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DIST FROM INT RWY CTR LINE EXTENDED AND FINAL CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG OR LESS: 65 KNOTS OR LESS	TWO ENG OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICH Willow Run Arpt. 716' TVOR-22L TVOR YIP Amendment Number 2 Effect date 31 May 1956 Supersedes Amdt. No. 1, dated 17 March 1955 Major Changes: 1. Transitions added from Park & Bridgewater VHF intsxns. 2. Radar transitions revised. 3. Minor course revisions-TCS data 4. Distance revised Col. 5(criteria).	CRL VOR	348 / 11.7	2000	N side of crs. 040 - outbnd 220 - inbnd 2000 within 10 mi.	Beacon Intsxn* 1500 / 1100 over YIP TVOR	229 / 0.5 From Beacon Intsxn * to YIP TVOR 220° 4.3 mi.	T-dn C-dn S-dn 22L A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 2000', proceed to Track Intsxn(#), or when directed by ATC: 1. Climb to 2300', proceed to Willow Run LOM. 2. Make right turn, climb to 2500', proceed to SVM VOR on 170 radial. 3. Make left turn, climb to 2000', proceed to CRL VOR. *Beacon Intsxn.: Intsxn SVM VOR 143 radial & YIP TVOR 040 radial (dual omni receivers required unless radar fix obtainable at Beacon Intsxn.) #Track Intsxn.: Intsxn YIP TVOR 240 radial & CRL VOR 325 radial.
	SVM VOR	166 / 10.7	2000								
	RML LFR	278 / 5.7	2000								
	FRD RBN	227 / 4.4	2000								
	Park VHF Intsxn.	271 / 11.6	2000								
	Bridgewater VHF Intsxn.	080 / 18.5	2200								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from Beacon Intersection. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.										

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES (DISTANCES ARE IN NAUTICAL MILES)

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a PAR approach or, for more than 30 seconds during an ASR approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): TWO ENG OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
HOUSTON, TEXAS International Arpt. 50 Procedure Number 1 Amendment Number 5 Effect: 19 May 1956 Supersedes Amdt. No. 4 dated 22 October 1955 Major Changes: Raise altitudes Columns 2 and 9.	2200 within 5 to 20 mile radius.	All 3, 12, 30 3, 12, 30 17, 35 17, 35 21 21 All	T-dn S-dn C-dn S-dn C-dn S-dn C-dn A-dn				300-1 400-1 400-1 500-1 500-1 600-1 600-1 800-2	300-1 400-1 500-1 500-1 500-1 600-1 600-1 800-2	200-0.5 400-1 500-1.5 500-1 500-1.5 600-1 600-1.5 800-2	Climb to 2200' straight ahead then proceed to Houston LFR or VOR or proceed as directed by ATC.
	Aircraft on any direct course to Houston VOR may descend to 750 MSL from 5 mile radar fix.	All Runways	C-dn A-dn				700-1.5 800-2	700-1.5 800-2	700-1.5 800-2	
DALLAS, TEXAS Love Fld 485 Procedure Number 1 Amendment Number 3 Effect. 26 May 1956. Supersedes Amdt. 2 dated 14 May 1955. Major Changes: Remove Air Carrier Notes. Lower straight-in minima Runway # 31.	2000 within 5 to 20 mi. radius. Radar control must provide 3 mi. or 1000 vertical separation OR 3 to 5 mi. and 500 vertical separation from Radio Towers - 1108 MSL 20 mi. N-2349 MSL 16 mi. SSW-1230 MSL 10 mi. WNW of airport.	All 13-18-36 #31 13-18-36 #31 All	T-dn C-dn S-dn A-dn				300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	All Runways - Proceed to DAL VOR or DAL LFR climbing to 2000'. #Maintain at least 1400' MSL until within 3.5 miles of runway and 1000' MSL until within 1.4 miles from end of runway. CAUTION: 695' MSL Tank 1.4 miles SE Runway 31.
DETROIT, MICHIGAN Willow Run Arpt. 716' Procedure Number 1 Effect. date. 31 May 1956 Amendment No. 2 Supersedes No. 1 dated 22 March 1955. Major Changes: 1. Col. 2 revised to provide sector altitude information to 20 nautical miles. 2. New format-revised form 3 Runway 22L; 22R added Column 3.	All sectors within 10 mi. 1900' except 2000' required when within 3.0 miles of radio tower 3.3 miles West of airport. All sectors within 20 miles 2200' except (1) 2500' beyond 16 miles clockwise from 295° to 360°. (2) 2700' beyond 17 miles clockwise from 40° to 65°. (3) 2300' beyond 12 miles clockwise from 095° to 122°. (4) 1900' clockwise from 122° to 230°. All sectors measured from airport.	9L, 22L 22R 4L, 4R, 36 18 27L, 27R 14 32 9R#	T-dn C-dn S-dn A-dn T-dn S-dn C-dn A-dn				300-1 400-1 400-1 800-2 300-1 NA 400-1 800-2	300-1 500-1 400-1 800-2 300-1 NA 500-1 800-2	200-0.5 500-1.5 400-1 800-2 200-0.5 NA 500-1.5 800-2	Runways 22L, 22R, 27R, 27L, 14 and 18 ..... climb to 2300' on West course DET LF to Ann Arbor LF intsxn. Runways 4L, 4R, 9L, 36 & 32 ..... climb to 2500', proceed to SVM VOR on 170 radial or when directed by ATC: (1) Climb to 2300', proceed via West course DET LFR to the DET LFR. #ASR approaches to 9R NA due to antenna location and ground clutter.
TACOMA, WASH. McChord AFB 320 Procedure Number 1 Amendment No. 4, Effect. 18 February 1956. Supersedes Amdt. No. 3, dated 12 March 1955. Major Changes: Reduce take-off minimums 200-0.5; Revise minimums for 10 mi. quadrant. Revise missed approach procedure.	Correct AIRGI Volume 10, Number 22, dated 10 January 1956. Delete this procedure.									

(17 Apr 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

AUTOMATIC DIRECTION FINDING PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG OR LESS: 85 KNOTS OR LESS	TWO ENG OR LESS: OVER 85 KNOTS	MORE THAN TWO ENG: OVER 85 KNOTS	IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
VERO BEACH, FLA / Vero Beach Arpt. / 25 / BMH-VRB / Procedure Number 1, Amendment No. 9 dated 12 November 1954.	PROCEDURE CANCELLED, EFFECTIVE MARCH 15, 1956, or date of decommissioning of VRB BMH										
DETROIT, MICH. / Willow Run Arpt / 716 / MHW FRD / Procedure Number 2, Effect date: 31 May 1956. Amdt No. 5, Supersedes No. 4 dated 22 March 1955. Major Changes: 1. Milan Intsxn revised. 2. Transition added from Park VHF Intsxn. 3. Transition deleted from Ann Arbor Intsxn. 4. Bridgewater VHF Intsxn relocated. 5. Midcraft transition revised. 5. Radar transitions authorized. 7. Converted to new form	Intsxn W crs. RML LFR & 050 bearing to MHW	050 / 6.0	2000	N side of crs. 050 - outbnd 230 - inbnd 2000 alt within 9 mi. (NA beyond 9.0 mi.) CAUTION: TV antennas 1738' & 1734' 15.6 mi NE Ford Rbn.	1400	230 / 3.9	T-dn / C-dn / S-dn 22R & 22L / A-dn	300-1 / 400-1 / 400-1 / 800-2	500-1 / 400-1 / 400-1 / 800-2	200-0.5 / 500-1.5 / 400-1 / 800-2	Within 3.9 miles, climb to 2000' on West course Detroit LFR within 20 miles or when directed by ATC. (1) Climb to 2300', proceed to YIP LOM. (2) Climb to 2300', proceed to RML LOM. (3) Make left turn, climbing to 2000', proceed to CRL VOR
	Detroit LFR	325 / 4.6	2000								
	Intsxn N crs. RML LFR & 230 bearing to MHW	230 / 1.2	2000								
	Intsxn N crs. TOL & 050 bearing to MHW	050 / 17.4	2000								
	Salem VOR	143 / 9.4	2000								
	Carleton VOR	003 / 14.3	2000								
	Bridgewater VHF Intsxn.	074 / 23.3	2300								
	Milan VHF Intsxn.	049 / 23.4	2000								
	Midcraft VHF Intsxn.	230 / 6.2	2000								
	Park VHF Intsxn.	291 / 8.9	2000								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3 nautical miles from FRD MHW.						Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.				

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO ALTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
CHARLESTON, S. C. / Charleston Arpt. / 45 / ILS-ICHS LOM CH / ILS/ADF Comb. / Procedure Number 1 / Amendment No. 11, dated 3 December 1954. Supersedes Amdt. No. 10 dated 30 August 1954.	CANCELLED EFFECTIVE 8 MAY 1956. REISSUED AS "SPECIAL" PROCEDURE - NOT PUBLISHED IN REGULATIONS OF ADMINISTRATOR PART 609											
DALLAS, TEXAS / Love Field / 485 / ILS-IDAL LOM-DA / Comb. ILS/ADF / Procedure Number 1 / Amdt. No. 2 Effect. 26 May 1956. Supersedes Amdt. No. 1 dated 16 June 1955. Major Changes: Remove Air Carrier Note.	Dallas VOR	OM	265 / 11.3 n	1800	N side NW crs. 307 - outbnd 127 - inbnd 2000 within 10 n mi.	ILS 2000 ADF 1200 over LOM	1920 / 4.2 n	775 / 0.6 n	2 Engine or less: T-dn	300-1		Climb to 2000' on SE crs. of ILS within 25 miles or turn left, proceed to DAL VOR, climbing to 2000'. Within 4.2 nautical miles LOM (ADF) climb to 2000' on crs. of 127, within 20 nautical miles. CAUTION: 1221' Radio Tower 5.6 nautical miles WNW of LO d 695' tank 1.7 nautical miles SE runway 31. Procedure turn non-standard due ATC
	Ross Ave. Intsxn.	LOM	307 / 8.7 n	1700					C-dn	400-1	500-1	
	Farmers Branch Intsxn.	LOM	206 / 2.6 n	1600					S-dn			
	Coppell Intsxn (final)	LOM	127 / 2.2 n	ILS 2000 ADF 1200					13			
									ILS	200-0.5	200-0.5	
									ADF	400-1	400-1	
									More than 2 Engine: T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn			
									ILS		200-0.5	
									ADF		400-1	
									All Aircraft: A-dn	600-2	600-2	
									ADF	800-2	800-2	
	Radar terminal area transition: 2000' within 5 to 20 nautical miles. Radar control must provide 3 nautical mile or 1000' vertical separation or 3 to 5 nautical miles and 500' vertical separation from radio towers - 1108 MSL 20 nautical miles N; 2349 MSL 16 nautical miles SSW; 1250 MSL 10 nautical miles WNW of airport.											
Procedure Number 2 / SE crs. ILS / Amendment Number 2 / Effect, 26 May 1956 / Supersedes Amdt. No. 1, dated 21 December 1955. Major Changes: Add Tank FM and remove Air Carrier Note: Add caution note.	DAL VOR	Ross Ave. Intsxn.	216 / 7.5 n	2000	S side SE crs. 127 - outbnd 307 - inbnd 2000 within 10 n mi of Ross Ave. Intsxn.	NO GLIDE SLOPE: Ross Ave. Intsxn. 1500' Tank Fix 10000	Ross Avenue Intsxn. to Tank Fix 0, 1.7 n mi. Tank Fix 0 to runway 31, 1.5 n miles.		2 Engine or less: T-dn	300-1	300-1	Within 5.2 nautical miles of Ross Avenue Intsxn., climb to 2200' on NW course of ILS or turn right climb to 2000' on 063° radial DAL VOR within 20 nautical miles. CAUTION: 695' MSL tank 1.7 nautical miles from approach end of runway 31
	DAL VOR	Fair Park Intsxn.	193 / 8.2 n	2000					C-dn	400-1	500-1	
	DAL LFR	Ross Ave. Intsxn.	088 / 3.1 n	2000					S-dn	400-1	400-1	
	Trinity Fork Intsxn.	Fair Park Intsxn.	307 / 13.6 n	2000					*31			
	Fair Park Intsxn. (final)	Ross Ave. Intsxn.	307 / 3.2 n	1500					More than 2 Engine: T-dn		200-0.5	
	Duncanville RBN	Fair Park Intsxn.	032 / 8.6 n	2000					C-dn		500-1.5	
									S-dn		400-1	
									*31			
									All Aircraft: A-dn	800-2	800-2	
	Radar terminal area transition altitude 2000 within 5 to 20 nautical miles. Radar control must provide 3 nautical miles or 1000 vertical separation or 3 to 5 nautical miles and 500 vertical separation from radio towers - 1108 MSL 20 nautical miles N, 2349 MSL 16 nautical miles SSW, 1230 MSL 10 nautical miles WNW of airport.				*Tank fix is Tank FM or Intsxn. radial 229 DAL VOR and SE course ILS. *Descent below 1000 MSL not authorized unless position over Tank Fix determined.							

(17 Apr 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LOM FREQ AND IDENT. / LOM FREQ AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
DETROIT, MICHIGAN Detroit (Wayne-Major) Arpt. 639 **ILS-IRML LOM-RM** Procedure Number 1, Comb. ILS-ADF Effective date 31 May 1956 Amendment No. 2, Supersedes No. 1 dtd. 22 March 1955. Major Changes: Transitions deleted from Bridgewater, Milan & Ann Arbor Intsxn. 2. Transition added from Park VHF Intsxn. 3. Midcraft Intsxn redesignated-heading distance revised. 4. Transition added Col. 2, line 9.	Detroit LFR	LOM	192 4.8 n	2000	E side SW crs. 212 - outbnd 032 - inbnd 2000 within 10 n mi.	ILS 1900 ADF 1500	1872 4.3 n	884 0.7 n	2 Engine or less T-dn C-dn S-dn ILS ADF 3L A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	Within 4.3 nautical miles, make right turn, climb to 2000', proceed to RML LOM or when directed by ATC. (1) Make left turn, climb to 2300', proceed to RML LFR. (2) Make left turn, climb to 2500' proceed to SVM VOR via SVM VOR 127 radial. (3) Make right turn, climb to 2300', proceed to Flat Rock Intersection. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitude is desired.
	Salem VOR via SVM VOR 155 radial	LOM	155 17.4 n	2000					More than 2 Engine T-dn C-dn S-dn ILS ADF 3L A-dn ILS ADF	 	 200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	
	Carleton VOR	LOM	022 7.0 n	2000								
	Park VHF Intsxn.	LOM	232 9.5 n	2000								
	Midcraft Intsxn. (via RML LFR)	LOM	195 12.9 n	2000								
	YIP ILS LOM	LOM	101 9.6 n	2000								
	Intsxn SW crs. RML ILS Crs. & SW crs. QG LFR	LOM	032 5.2 n	2000								
	Flat Rock Intsxn.	LOM	280 4.7 n	2000								
	Intsxn SW Crs. RML ILS & CRL VOR 267 rad.	LOM	032 7.1 n	2000								
	Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 nautical miles from LOM											
Procedure Number 2 ILS Back Course Effect. date: 31 May 1956. Amendment No. 2, Supersedes No. 1, dated 9 July 1955. Major Changes: 1. Transition added from Intsxn. QG VOR 265 radial & ILS Crs. 2. Minor distance revisions (criteria). 3. Transition added from Park VHF Intsxn. 4. Radar transitions authorized.	Detroit LFR	Intsxn * or Intsxn **	046 6.5 n	2700	West side NE crs. 032 - outbnd 212 - inbnd 2700 within 10 n mi. of Intsxn* or Intsxn**	No Glide Slope	No Outer Marker 2300 over Intsxn* or Intsxn ** 5.2 n mi.	No Middle Markers	2 Engine or less T-dn C-dn S-dn 21 R A-dn More than 2 Engine T-dn C-dn S-dn 21R A-dn	300-1 500-1 500-1 800-2 	300-1 500-1 500-1 800-2 200-0.5 500-1.5 500-1 800-2	Within 5.2 nautical miles, climb to 2000' on SW crs ILS to LOM or when directed by ATC. (1) Make right turn, climb to 2000' proceed to FRD RBN. (2) Make left turn, climb to 2300', proceed to Flat Rock LF Intersection. *Intsxn-Intsxn NE crs. ILS & SVM VOR 118 radial. ** Intsxn-Intsxn NE crs. ILS & 265° ADF bearing to FRD RBN. Procedure NA unless aircraft equipped to receive ILS & VOR or ILS & ADF bearings simultaneously, unless radar fixes are obtainable at Intsxn * or Intsxn **. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.
	RML LOM	Intsxn * or Intsxn **	032 10.8 n	2700								
	SVM VOR	Intsxn * or Intsxn **	117 14.8 n	2700								
	FRD RBN	Intsxn * or Intsxn **	085 7.4 n	2700								
	Intsxn NE Crs. ILS & NW Crs. QG LFR	Intsxn * or Intsxn **	212 15.9 n	2700								
	Intsxn QG VOR 265 radial & ILS Crs.	Intsxn * or Intsxn **	032 5.0 n	2700								
	Park VHF Intsxn.	Intsxn * or Intsxn **	345 4.1 n	2700								
	Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 nautical miles from Intsxn * or Intsxn**.											
EL PASO, TEXAS International Arpt. 3936 ILS-IELP LOM-EL Comb. ILS ADF Procedure Number 1, Amdt. No. 9 Effect. 26 May 1956. Supersedes Amdt. No. 8 dated 9 July 1955. Major Changes: Delete transition from Newman MHW. Revise transition to localizer from Hueco Mt. Intsxn. Add transition from Antelope Intsxn.	El Paso VOR	OM	318 3.7 n	5000	N side of NE crs 038 - outbnd 218 - inbnd 5000 within 10 n mi. (Beyond 10 n mi. NA.)	ILS 5000 ADF 4500 over LOM	5000 3.7 n	4120 0.3 n	2 Engine or less T-dn C-dn S-dn22 ILS ADF More than 2 Engine T-dn C-dn S-dn22 ILS ADF All Aircraft A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	3.7 Nautical miles after passing LOM turn left to 125° magnetic and climb to 5000' intercept & proceed S on S crs. LFR or, when directed by ATC, intercept & proceed S on radial 151° within 20 nautical miles. Straight-in ILS minima 400-0.75 when glide slope not utilized. Glide slope touch down 2744' from runway end.
	El Paso LFR	LOM	327 3.5 n	5000								
	Antelope Intsxn * (ILS Final)	NE Crs. ILS	284 19.1 n	7000								
	Intsxn W crs. ELP LFR & NE crs. ILS	LOM	038 5.2 n	5000								
	Hueco Mt. Intsxn (ILS Final)	NE crs. ILS	284 12.2 n	7000								
	Intsxn 294 bearing to Newman Rbn or Hudspeth radial 284 & NE crs. ILS (Final)	LOM	218 6.1 n	ILS 5000 ADF 4500	*Antelope Intsxn.: ELP radial 080° & HUP radial 284							
HOUSTON, TEXAS International Arpt. 50 ILS-IHOU LOM-OU Comb. ILS ADF Procedure Number 1, Amdt. No. 16 Effect. 26 May 1956. Supersedes Amdt. 15 dated 22 October 1955. Major Changes: Increase radar terminal maneuvering, transition and procedure turn altitudes.	Houston VOR	OM	220 4.9 n	1200	S side SW crs. 216 - outbnd 036 - inbnd 1500 within 10 n mi. (Beyond 10 n mi. NA)	ILS 1300 ADF 790 over LOM	1260 4.2 n	250 0.6 n	2 Engine or less T-dn C-dn S-dn3 ILS ADF More than 2 Engine T-dn C-dn S-dn 3 ILS ADF All Aircraft A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Climb to 1600' on NE crs. HOU ILS, 4.2 nautical miles after passing LOM (ADF) climb to 1600' on crs. of 036° within 20 nautical mi. or when directed by ATC, turn left climb to 1800' on crs. HOU LFR or radial 306° within 20 nautical miles. *Friendswood Intsxn. Intsxn SE crs. HOU LFR & 219° bearing to Pearland Rbn.
	Houston LFR	LOM	242 4.2 n	1200								
	Houston FM	LOM	169 7.3 n	1500								
	Arcola FM (ILS only)	ILS SW Crs	016 4.3 n	1500								
	Monument RBN	LOM	218 16.5 n	1600								
	Friendswood Intsxn.*	LOM	273 7.8 n	1600								
	Radar Terminal Area Maneuvering altitude within 20 nautical mile radius.											
Procedure Number 2 (Back Course ILS localizer)-Amendt. No. 4 Effect: 26 May 1956. Supersedes Amdt. No. 3, dated 22 October 1955. Major Changes: Increase radar terminal maneuvering, transition, and missed approach altitudes.	Houston VOR	MNU RBN	035 11.7 n	1600	N side NE crs. 038 - outbnd 218 - inbnd 1800 within 5 n mi. E of Monument Rbn.	NO GLIDE SLOPE over MNU RBN 1600 Pasadena Fix #900 **	MNU RBN to Pasadena Fix # 7.8 n mi.	Pasadena Fix # to runway 21 3.5 n mi.	2 Engine or less T-dn C-dn S-dn 21 A-dn More than 2 Engine T-dn C-dn S-dn 21 A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 3.5 nautical miles of Pasadena ASR Fix #, climb to 1500' on SW crs. HOU ILS within 15 nautical miles, or when directed by ATC, turn right, climb to 1800° on NW crs. of HOU LFR on radial 306° within 20 nautical miles. *Except when in accordance with approved radar vectoring procedures, final approach must be initiated from Monument RBN. Aircraft must be in contact with Houston Radar prior to leaving Monument RBN on final. (17 Apr 1956)
	Monument RBN *(Final)	Pasadena Fix #	218 7.8 n	900								
	Radar Terminal Area Maneuvering altitude within 20 nautical mi.			2200								
	#Pasadena fix is a Houston Radar (ASR) fix 4.0 nautical miles NE of Houston Radar on the NE course of Houston ILS. **Descent below 900' MSL NA unless position advisory over Pasadena Fix received from Houston Radar.											

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES, LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
JACKSONVILLE, FLA Imeson Arpt. 52 ILS-IJAX LOM-JA Comb. ILS/ADF Procedure Number 1 Amendment No. 12 Effect: 26 May 1956. Supersedes Amdt. No. 11, dated 4 June 1955. Major Changes: Transitions added and revised. Procedure turn altitude raised. Lower ADF altitude over LOM. Lower missed approach altitude. Transitions all shown to LMM.	Carl's Intsxn (Intsxn N crs. JAX LFR & NE crs JAX ILS)	LMM	224 5.2 n	1200	N side SW crs. 224 - outbnd 044 - inbnd 1600 within 4.3 n mi of LOM. (Beyond 4.3 n mi. NA)	ILS 1200 ADF 800 over LOM#	1170 4.0 n	220 0.6 n	2 Engine or less			4.0 nautical miles after passing LOM (ADF) climb to 1200' on crs. of 044°. When directed by ATC, climb to 1300' on radial 090° within 20 nautical miles. 400-0.75 required when glide slope not utilized. Procedure turn non-standard and limited to 4.3 nautical miles due Restricted Area. #Caution: 615' MSL tower 5.4 nautical miles SSW LOM.
	Jacksonville LFR	LMM	253 3.0 n	1200					T-dn	300-1	300-1	
	Jacksonville VOR	LMM	241 5.2 n	1200					C-dn	400-1	500-1	
	Bryceville Intsxn (LF)	LMM	293 13.9 n	1300					S-dn5			
	Bryceville Intsxn (VHF)	LMM	101 13.0 n	1300					ILS	200-0.5	200-0.5	
	Sunbeam Intsxn (LF)	LMM	325 13.0 n	1500					ADF	400-1	400-1	
	Sunbeam Intsxn (VHF)	LMM	322 13.0n	1500					More than 2 Engine			
	Callahan Intsxn (Intsxn radial 303 JAX & radial 202 SSI)	LMM	160 7.8 n	1200					T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn5			
									ILS		200-0.5	
									ADF		400-1	
									All Aircraft			
									A-dn			
									ILS	600-2	600-2	
									ADF	800-2	800-2	
	Radar Terminal area transition altitude 1500 within 25 nautical miles. Radar control must provide 3 nautical mile separation from Restricted Area 161.											
OMAHA, NEBR. Omaha Arpt. 982 ILS-OMA LOM-OM Procedure Number 1 Effect. date: 21 April 1956. Amendment No. 6, Supersedes No. 5 dated 28 January 1956. Major Changes: 1. Cols 5 and 6 altitudes raised due to 1491' MSL tower 6.7 miles W of LFR. 2. Cols. 8 & 9 revised.	Correct AIRGI, Volume 11, Number 1 dated 20 March 1956, Column Number 13 line 17 to read: 1705' MSL instead of 1075' MSL.											
SOUTH BEND, IND. St. Joseph Co. Arpt. 778 ILS SBN LOM SB Procedure Number 1 Comb. ILS/ADF Effect. date: 26 May 1956. Amendment No. 7, Supersedes No. 6 dated 15 Oct. 1955. Major Changes: 1. Transition added from Lakeville Intsxn as requested by LCA.	Lakeville Intsxn **	LOM	011 10.9 n	2400	N side of crs. 088 - outbnd 268 - inbnd 2000 within 10 n mi.	ILS 2600 ADF 1500	1900 3.8 n	975 0.6 n	2 Engine or less			Within 3.8 nautical miles after passing LOM, climb to 2100' on W course SBN LFR or when directed by ATC. (1) Make right climbing turn to 2100' on N crs. SBN LFR. (2) Make right turn climb to 2000' on SBN VOR 003° radial. *Fly to left of ADF Crs. to intercept localizer crs. within 5 nautical miles of LOM when using transition as final for ILS. **Intsxn SBN VOR 170 radial and GSH VOR 270 radial.
	South Bend LFR	LOM	082 7.5 n	2000					T-dn	300-1	300-1	
	South Bend VOR	LOM	129 5.7 n	2000					C-dn	500-1	500-1	
	New Carlisle FM	LOM	088 16.0 n	2000					S-dn			
	Goshen LFR (ILS final)	E crs. ILS	311 17.4 n	2200					27			
	Goshen LFR (ADF Transition)	LOM	305 19.3 n	2200					ILS	200-0.5	200-0.5	
	*Union LFR Intsxn (Final) ILS only	LOM	252 18.9 n	2000					ADF	500-1	500-1	
	*Union VOR Intsxn (Final) ILS only	LOM	240 18.5 n	2000					A-dn			
	Goshen VOR (ILS Final)	E Crs. ILS	333 13.7 n	2200					ILS	600-2	600-2	
	Goshen VOR (ADF Transition)	LOM	321 13.7 n	2400					ADF	800-2	800-2	
									More than 2 Engine			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn			
									27			
									ILS		200-0.5	
									ADF		500-1	
									A-dn			
									ILS		600-2	
									ADF		800-2	

VHF OMNIRANGE (VOR) PROCEDURES

(DISTANCES ARE IN STATUTE MILES)

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES, LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BIRMINGHAM, ALA Municipal Arpt. 643 BVOR-BHM Procedure Number 1 dated April 23, 1954 Amendment No. 3	PROCEDURE CANCELLED, 26 APRIL 1956, DUE BHM BVOR OPERATING TEST BASIS ONLY PENDING RELOCATION.										
CHARLESTON, S.C. AFB-Municipal 45 BVOR-CHS Procedure Number 1 Amendment Number 7 Effect. 16 April 1955. Supersedes Amdt. No. 6, dated 1 August 1952.	CANCELLED EFFECTIVE MAY 8, 1956. REISSUED AS "SPECIAL" PROCEDURE - NOT PUBLISHED IN REGULATIONS OF THE ADMINISTRATOR PART 609.										
DALLAS, TEXAS Love Field 485 BVOR-DME DAL Procedure Number 1 Amendment No. 4 Effect. date: 26 May 1956. Supersedes Amdt. No. 3, dated 26 November 1955. Major Changes: Revise Air Carrier Note.	Dallas LFR	050 10.0	2000	N side of crs. 063 - outbnd 243 - inbnd 2000 within 10 mi.	1500 1200 over 6.5 mi. DME Fix.	243 8.2 243 6.5 mi from VOR to DME Fix. 243 1.7 mi. from 6.5 mi. DME Fix to arpt.	T-dn	300-1	300-1	200-0.5	Within 8.2 miles, turn right, return to VOR, climbing to 2000'. CAUTION: 695' MSL tank 1.7 miles SE runway 31. #If DME not utilized, landing minima are 700-2. AIR CARRIER NOTE: On Cargo and Ferry Flights no reduction in landing minima authorized.
	From 10 mile DME Fix to VOR (Final) Radar Terminal Area transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 miles or 1000 vertical separation or 3 to 5 mi. and 500 vertical separation from radio towers - 1108 MSL 20 mi. N, 2249 MSL 16 mi. SSW, 1230 MSL 10 mi. WNW of airport.	243 10.0	1500				C-dn #	400-1	500-1	500-1.5	
							A-dn	800-2	800-2	800-2	

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(17 Apr 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ., IDENT., PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
EL PASO, TEXAS International Arpt. 3936 BVOR ELP Procedure Number 1 Amendment No. 5, Effect. date: 26 May 1956. Supersedes Amdt. No. 4 dated 9 July 1955. Major Changes: New format. Added caution note on procedure turn altitude.	El Paso LFR	079 0.6	5000	S side of crs. 080 - outbnd 260 - inbnd 6500 within 10 mi. (Beyond 10 mi. NA.#)	5500	259 4.7	T-dn C-dn S-dn 26 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.7 miles turn left to 125° magnetic, climb to 5000', intercept and proceed on radial 151° within 20 miles. Procedure non-standard due to terrain North. *Maintain 7000' until 5 miles West of Hueco Mt. FM. If Hueco Mt. FM not identified maintain 8000' until over ELP VOR. # Caution: High terrain 9.0 miles East of El Paso.
	Hueco Mt. Fan Marker (Final)*	260 14.8	5000								
HOUSTON, TEXAS International Arpt. 50 BVOR - HOU Procedure Number 1 Amendment No. 2 Effect: 19 May 1956 Supersedes Amdt. No. 1 dated 22 October 1955. Major Changes: Raise radar terminal area maneuvering and missed approach altitudes.	HOU LFR	317 1.9	1200	W side of crs. 306 - outbnd 126 - inbnd 1800 within 10 mi. of HOU FM	HOU FM 1500*	From HOU FM 126 4.9	T-dn C-dn S-dn 12 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.9 miles of HOU FM, climb to 1700' on radial 134 within 15 miles. If Houston FM not identified on final, descent below 1500' NA.
	Fairbanks Intsxn (final)	126 8.3 to HOU FM	1500								
	Radar terminal area maneuvering altitude all directions within 20 miles.		2200								
KNOXVILLE, TENN. McGhee-Tyson Arpt. 989 BVOR-TYS Procedure Number 1 Amendment No. 3 Effect: 19 May 1956 Supersedes Amdt. No. 2, dated 12 November 1955. Major Changes: Lowers procedure turn to 2500'. Changes final approach radial from 63 to 69 to align with V-16.	Piedmont FM (final) #	249 15.6	1900	N side of crs. 069 - outbnd 249 - inbnd 2500 within 10 mi.	1900 over VOR 1600 over Rockford Fix *	221 6.9 221 3.1	T-dn C-d C-n S-d S-n 22R A-dn	300-1 500-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1 500-1.5 500-1 500-1.5 800-2	200-0.5 500-1.5 500-1.5 500-1 500-1.5 800-2	Within 6.9 miles after passing BVOR, climb to 3000' on rad. 249 within 20 miles. *Rockford Fix: Intsxn final approach crs. (221°) and 90° bearing from LFR. Descent below 1600' not authorized unless 90° bearing from LFR received. #Maintain 2400' until 6 miles past Piedmont FM.
	Knoxville LFR	053 4.7	2400								
GALVESTON, TEXAS Municipal Arpt. 7 BVOR - GLS Procedure Number 1 Amendment No. 1 Effect: 19 May 1956 Supersedes Original dated 13 August 1954. Major Changes: New format. Raise procedure turn altitude. Add caution note.	Galveston LFR	278 4.0	1100	S side crs. 291 - outbnd 111 - inbnd 1700 within 10 mi. (Beyond 10 mi. NA).	1100	111 7.5	T-dn C-dn S-dn 13 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 7.5 miles, climb to 1300' on radial 111 within 15 miles. CAUTION. 231' MSL radio tower 7000' NE of airport. TV tower 1236' MSL 14 miles NW of VOR.

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(17 Apr 1956)

U. S. GOVERNMENT PRINTING OFFICE : 1956

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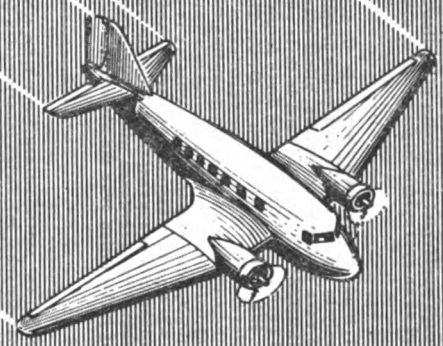
AIRMAN'S GUIDE



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VOL. 11, NO. 4 ..... MAY 1, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OHIO STATE UNIVERSITY
MAY 11 1956
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NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e.g. Long Beach omnirange (voice) .—.. -.-. (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e., if no facility for providing air-ground communications services is associated with the omni, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956
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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 30 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fractions.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportion, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches

Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches

Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, reagrdless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 161)

(May 25, 1956)

(1) In Section 608.41, the Albemarle Sound, N.C., area (R-1 formerly D-1), published on July 16, 1949 in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(2) In Section 608.41, the Albemarle Sound, N.C., area (R-2 formerly D-2), published on July 16, 1949 in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(3) In Section 608.41, the Albemarle Sound, N.C., area (R-3 formerly D-3), published on July 16, 1949 in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(4) In Section 608.41, the Albemarle Sound, N.C., area (R-6 formerly D-6), published on July 16, 1949, in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(5) In Section 608.41, the Albemarle Sound, N.C., area (R-7 formerly D-7), published on July 16, 1949 in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(6) In Section 608.41, the Albemarle Sound, N.C., area (R-8 formerly D-8), published on July 16, 1949 in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(7) In Section 608.41, the Albemarle Sound, N.C., area (R-9 formerly D-9), published on July 16, 1949 in 14 F.R. 4294, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(8) In Section 608.17, the Milford, Del., area (R-12 formerly D-12), amended on April 26, 1952 in 17 F.R. 3724, is further amended by changing the "Controlling Agency" column to read: "COMNAB FOUR, NAS Atlantic City, N.J."

(9) In Section 608.29, the Woods Hole, Mass., area (R-13 formerly D-13), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFAIR QUONSET, NAS Quonset Point, R. I."

(10) In Section 608.29, the No Man's Land Island, Mass., area (R-18 formerly D-18), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFAIR QUONSET, NAS Quonset Point, R.I."

(11) In Section 608.38, the Warren Grove, N.J., area (R-26 formerly D-26), amended on May 4, 1955 in 20 F.R. 2975, is further amended by changing the "Controlling Agency" column to read: "COMNAB FOUR, NAS Atlantic City, N.J."

(12) In Section 608.38, the New Gretna, N.J., area (R-27 formerly D-27), amended on May 4, 1955 in 20 F.R. 2975, is further amended by changing the "Controlling Agency" column to read: "COMNAB FOUR, NAS Atlantic City, N.J."

(13) In Section 608.38, the Brigantine, N.J., area (R-28 formerly D-28), amended on May 4, 1955 in 20 F.R. 2975, is further amended by changing the "Controlling Agency" column to read: "COMNAB FOUR, NAS Atlantic City, N.J."

(14) In Section 608.41, the Currituck Sound, N.C., area (R-31 formerly D-31), published on April 21, 1949 in 14 F.R. 1918, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(15) In Section 608.41, the Currituck Sound, N.C., area (R-32 formerly D-32), published on April 21, 1949 in 14 F.R. 1918, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(16) In Section 608.41, the Currituck Sound, N.C., area (R-33 formerly D-33), published on April 21, 1949 in 14 F.R. 1918, is amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(17) In Section 608.41, the Currituck Sound, N.C., area (R-34 formerly D-34), amended

on August 11, 1954 in 19 F.R. 5041, is further amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(18) In Section 608.54, the Camp Pickett, Va., area (R-44) amended on April 4, 1956, in 21 F.R. 2141, is further amended by changing the "Controlling Agency" column to read: "COMPHIBLANT, NAB Little Creek, Norfolk, Va."

(19) In Section 608.37, the New Boston, N.H., area (R-48 formerly D-48), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFAIR QUONSET, NAS Quonset Point, R.I."

(20) In Section 608.54, the Pendleton, Va., area (R-74 formerly D-74), amended on May 19, 1953 in 18 F.R. 2877, is further amended by changing the "Controlling Agency" column to read: "COMFLETRAGRU CHESBAY, NOB Norfolk, Va CO FADTC, Dam Neck, Va."

(21) In Section 608.29, the Cuttyhunk, Mass., area (R-75 formerly D-75), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFAIR QUONSET, NAS Quonset Point, R.I."

(22) In Section 608.29, the Cotuit, Mass., area (R-79 formerly D-79), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFAIR QUONSET, NAS Quonset Point, R.I."

(23) In Section 608.41, the Center Hill, N.C., area (R-89 formerly D-89), published on January 24, 1952 in 17 F.R. 715, is amended by changing the "Controlling Agency" column to read: COMAIRLANT, NAS Norfolk, Va."

(24) In Section 608,47, the Block Island Sound, R. I., area (R-90 formerly D-90), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFLETRAGRU NARRABAY, Newport, R.I."

(25) In Section 608.37, the Isle of Shoals, N.H., area (R-96 formerly D-96), amended on January 16, 1953 in 18 F.R. 350, is further amended by changing the "Controlling Agency" column to read: "COMFAIR QUONSET, NAS Quonset Point, R.I."

(26) In Section 608.41, the Long Shoal Point, N.C., area (R-128 formerly D-128), amended on November 10, 1953 in 18 F.R. 7056, is further amended by changing the "Controlling Agency" column to read: "COMAIRLANT, NAS Norfolk, Va."

(27) In Section 608.18, the Lake George, Fla., area (R-176), amended on April 9, 1955 in 20 F.R. 2301, is further amended by changing the "Controlling Agency" column to read: "COMFAIR JACKSONVILLE, NAS Jacksonville, Fla."

(28) In Section 608.54, the Chesapeake Bay, Va., area (R-388 formerly D-388), published on October 31, 1951 in 16 F.R. 11066, is amended by changing the "Controlling Agency" column to read: "COMFLETRAGRU CHESBAY, NOB Norfolk, Va."

(29) In Section 608.51, the Fort Hood, Tex., area (R-219 formerly D-219), amended on November 10, 1954 in 19 F.R. 7285, is further amended by changing the "Designated Altitudes" column to read: "Surface to 27,000 feet MSL."

(30) In Section 608.51, the Del Rio, Tex., area (R-425 formerly D-425), amended on January 16, 1953 in 18 F.R. 350, is rescinded.

(31) In Section 608.51, the Laughlin AFB, Tex., area (R-427 formerly D-427), amended on January 16, 1953 in 18 F.R. 350, is rescinded.

(Part 608 - Restricted Areas - Amendment 162)
(May 31, 1956)

(1) In Section 608.48, a MCAAS Beaufort, S. C., area (R-499), is added to read: "Description by Geographical Coordinates: Within a 3 nautical mi radius of a point at lat 32-31-50, long. 80-09-50; excluding revised Warning Area W-132. NOTE: To be used only durg VFR weather conditions. Designated Altitudes: Surface to unlimited. Time of Designation: Daylight hours only. Controlling Agency: MCAAS, Beaufort, S. C."

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BRT	-	Britton, Texas, VOR (Assignment)
CDT	-	Clarendon, Texas REP (Airport reference deleted)
PIH	-	Pocatello, Idaho, Pocatello Airport (Name change)
SBN	-	South Bend, Indiana, St. Joseph Co. Airport (Name change)
DS	-	Cedars, Quebec (Assignment)
HV	-	Hagersville, Ontario (Assignment)
LU	-	St. Agathe, Manitoba (Assignment)
MQ	-	St. Marie, Quebec (Assignment)
RQ	-	Rideau, Ontario (Assignment)

✓ C.A.B. "NEAR COLLISION" REPORTING PROGRAM: The Civil Aeronautics Board's "NEAR COLLISION" Reporting Program was inaugurated May 1, and "NEAR COLLISION" questionnaire forms are now being distributed throughout the entire industry. Pilos experiencing a "NEAR COLLISION" incident are requested to use one of these questionnaires to report the circumstances to the CAB. These reports will be anonymous and will be handled as confidential material. If forms cannot be obtained through normal organizational channels, or are not available at the nearest airport, write to the Civil Aeronautics Board, Washington 25, D. C., Attention: B-90, for a copy.

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective May 31, 1956, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Green civil airway No. 8 (Cold Bay, Alaska to Northway, Alaska), is amended between Kenai, Alaska, rdo rng stn and Gulkana, Alaska, rdo rng stn to read: "Kenai, Alaska, rdo rng stn; the intersection of the NE course of the Kenai, Alaska, rdo rng and the W course of the Anchorage (Merrill), Alaska, rdo rng to the Anchorage (Merrill), Alaska, rdo rng stn. From the Anchorage, Alaska, rdo rng stn via the intsxn of the N course of the Anchorage, (Merrill), Alaska, rdo rng and the SE course of the Skwentna, Alaska, rdo rng; the intsxn of the SE course of the Skwentna, Alaska, rdo rng and the NE course of the Anchorage, Alaska, rdo rng; Gulkana, Alaska, rdo rng stn;"

(2) Red civil airway No. 41 (Cape Spencer, Alaska to Sisters Island, Alaska), caption changed and is amended to read: "From the intsxn of the NW course of the Sitka (Biorka Island), Alaska, rdo rng and the SW course of the Gustavus, Alaska, rdo rng via the Gustavus, Alaska, rdo rng stn to the Sisters Island, Alaska, nondirectional rdo bcn."

(3) Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska), is amended to read: "From the Skwentna, Alaska, rdo rng stn to the intsxn of the SE course of the Skwentna, Alaska, rdo rng and the N course of the Anchorage (Merrill), Alaska, rdo rng."

(4) Red civil airway No. 103 (Anchorage, Alaska to Middleton Island, Alaska), caption changed and is amended to read: "From the Anchorage (Merrill), Alaska, rdo rng stn via the intsxn of the W course of the Anchorage (Merrill), Alaska, rdo rng and the NE course of the Kenai, Alaska, rdo rng; Kenai, Alaska, rdo rng stn; the intsxn of the SE course of the Kenai, Alaska, rdo rng and the SW course of the Anchorage, Alaska, rdo rng to the Middleton Island, Alaska, rdo rng stn."

(5) Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska), caption changed and is amended to read: "From the Anchorage, Alaska rdo rng stn via the Talkeetna, Alaska, nondirectional rdo bcn; Summit, Alaska, rdo rng; intsxn of the N course of the Summit, Alaska, rdo rng and the SE course of the Nenana, Alaska, rdo rng; Nenana, Alaska, rdo rng stn to the Fairbanks, Alaska, rdo rng stn."

(6) Blue civil airway No. 32 (Anchorage, Alaska to Talkeetna, Alaska), caption changed and is amended to read: "From the Anchorage, Alaska, rdo rng stn via the Skwentna, Alaska, rdo rng stn to the Talkeetna, Alaska, nondirectional rdo bcn."

(7) Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska), is added to read: "From the Nenana, Alaska, rdo rng stn to the intsxn of the NW course of the Nenana, Alaska, rdo rng and the W course of the Fairbanks, Alaska, rdo rng."

(8) VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.), is amended by changing the portion which reads: "Miles City, Mont., omnirng stn; Golva, N. Dak., omnirng stn; Dickinson, N. Dak., omnirng stn;" to read: "Miles City, Mont., omnirng stn; Dickinson, N. Dak., omnirng stn;"

(9) VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine), is amended by changing the portion which reads: "Brunswick, Ga., omnirng stn, including a west alternate via the intsxn of the Jacksonville omnirng 309° T and the Brunswick omnirng 203° T radials;" to read: "Brunswick, Ga., omnirng stn, including a W alternate via the intsxn of the Jacksonville omnirng 304° T and the Brunswick omnirng 203° T radials;" and by changing the portion which reads: "From the point of intersection of the Herndon, Va., omnirng 045° T and the Martinsburg, W. Va., omnirng 101° T radials via the intsxn of the Herndon omnirng 045° T and the West Chester omnirng 253° T radials; West Chester, Pa., omnirng stn;" to read: "From the point of intsxn of the Washington, D. C., terminal omnirng 016° T and the Herndon, Va., omnirng 104° T radials, excluding the portion which overlaps the Washington Prohibited Area (P-56), via the point of intsxn of the Herndon omnirng 045° T and the Baltimore, Md., omnirng 346° T radials; point of intsxn of the Herndon omnirng 045° T and the West Chester omnirng 253° T radials; West Chester, Pa., omnirng stn;"

(10) VOR civil airway No. 5 (Miami, Fla. to London, Ont.), is amended by changing all before the Nashville, Tenn., omnirng stn to read: "That airspace over United States territory from the Miami, Fla., omnirng stn via the intsxn of the Miami omnirng 338° T and the Orlando omnirng 164° T radials; Orlando, Fla., omnirng stn; Jacksonville, Fla., omnirng stn including an E alternate from the Orlando omnirng stn to the Jacksonville omnirng stn via the Daytona Beach, Fla., omnirng stn and the point of intsxn of the Daytona Beach omnirng 311° T and the Jacksonville omnirng direct radial to the Orlando omnirng stn; intsxn of the Jacksonville omnirng 319° T and the Alma omnirng 148° T radials; Alma, Ga., omnirng stn, including an E alternate and a W alternate from the Jacksonville omnirng stn to the Alma omnirng stn; Macon, Ga., omnirng stn; intsxn of the Macon omnirng 330° T and the Chattanooga omnirng 152° T radials; Chattanooga, Tenn., omnirng stn, including a W alterante from the Alma, Ga., omnirng stn to the Chattanooga, Tenn., omnirng stn via the intsxn of the Alma omnirng 305° T and the Atlanta omnirng 151° T radials, the Atlanta, Ga., omnirng stn and the intsxn of the Atlanta omnirng 352° T and the Chattanooga omnirng 152° T radials; Nashville, Tenn., omnirng stn;"

(11) VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wisc.), is amended by changing all after the Terre Haute, Ind., omnirng stn to read: "Terre Haute, Ind., omnirng stn, including a W alternate; Lafayette, Ind., omnirng stn, including a W alternate via the intsxn of the

Terre Haute omnirng 348°T and the Lafayette omnirng 213°T radials; Chicago Heights, Ill., omnirng stn, including an E alternate via the intsxn of the Lafayette omnirng 353° T and the Chicago Heights omnirng 143°T radials; Milwaukee, Wis., omnirng stn; to the Green Bay, Wis. omnirng stn. The portions of this arwy above 19,000' above MSL, which lie within the Tyndall AFB Restricted Area (R-336) and the Tyndall AFB Warning Area (W-337), are excluded daily between sunset and sunrise."

(12) VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.), is amended by changing the portion which reads: "Martinsburg, W. Va., omnirng stn; intsxn of the Martinsburg omnirng 123°T and the Washington term omnirng 319°T radials; to the Washington, D.C., term omnirng stn." to read: "Martinsburg, W. Va., omnirng stn; to the Washington, D. C., term omnirng stn."

(13) VOR civil airway No. 10 (Pueblo, Colo., to New York, N. Y.), is amended by changing the portion which reads: "Litchfield, Mich., omnirng stn; including a N alternate; Carleton, Mich., omnirng stn;" to read: "Litchfield, Mich., omnirng stn, including a N alternate; intsxn of the Litchfield omnirng 098°T and the Carleton omnirng 264°T radials; Carleton, Mich., omnirng stn;"

(14) VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.), is amended by changing the portion which reads: "Needles, Calif., omnirng stn;" to read: "Needles, Calif Calif., omnirng stn, including a N alternate via the intsxn of the Daggett omnirng 078°T and the Needles omnirng 289°T radials;" by changing the portion which reads: "Indianapolis, Ind., omnirng stn, including a S alternate via the intsxn of the Terre Haute omnirng 082°T and the Indianapolis omnirng 232°T radials;" to read: "Indianapolis, Ind., omnirng stn, including a S alternate via the intsxn of the Terre Haute omnirng 082°T and the Indianapolis omnirng 230°T radials;" and by changing the portion which reads: "Harrisburg, Pa., omnirng stn, including a S alternate via the intsxn of the Johnstown omnirng 107°T and the Harrisburg omnirng 259°T radials; to the West Chester, Pa., omnirng stn." to read: "Harrisburg, Pa., omnirng stn, including a S alternate; West Chester, Pa., omnirng stn; to the point of intsxn of the West Chester omnirng 120°T radial and the Philadelphia, Pa., International Arpt ILS lclzr 256° T course."

(15) VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.), is amended by changing all between the Raton, N. Mex., omnirng stn and the Douglas, Wyo., omnirng stn to read: "Raton, N. Mex., omnirng stn, including an E alternate; Pueblo, Colo., omnirng stn; Kiowa, Colo., omnirng stn; intsxn of the Kiowa omnirng 360°T and the Cheyenne omnirng 162°T radials; Cheyenne, Wyo., omnirng stn; Douglas, Wyo., omnirng stn, including an E alternate."

(16) VOR civil airway No. 20 (Laredo, Tex. to Richmond, Va.), is amended by changing the portion which reads: "Evergreen, Ala., omnirng stn;" to read: "Evergreen, Ala., omnirng stn, including a N alternate via the intsxn of the Mobile omnirng 015°T and the Evergreen omnirng 244°T radials;"

(17) VOR civil airway No. 21 (Long Beach, Calif., to United States-Canadian Border), is amended by changing the portion which reads: "Mormon Mesa, Nev., omnirng stn, including an E alternate via the intsxn of the Las Vegas omnirng 086°T and the Mormon Mesa omnirng 192°T radials;" to read: "Mormon Mesa, Nev., omnirng stn, including an E alternate from the Las Vegas omnirng stn to the Mormon Mesa omnirng stn via the intsxn of the Las Vegas omnirng 086°T and the Needles, Calif., omnirng direct radial to the Mormon Mesa omnirng stn;" and by changing the portion which reads: "Delta, Utah, omnirng stn; intsxn of the Delta omnirng 023°T and the Salt Lake City omnirng 179°T radials; Salt Lake City, Utah, omnirng stn;" to read: "Delta, Utah, omnirng stn; Utah Lake, Utah, omnirng stn; Salt Lake City, Utah, omnirng stn;"

(18) VOR civil airway No. 26 (Cherokee, Wyo., to Cleveland, Ohio), is amended by changing the portion which reads: "Salem, Mich., omnirng stn; intsxn of the Salem omnirng 123°T and the Cleveland omnirng 330°T radials; to the Cleveland, Ohio, omnirng stn." to read: "Salem, Mich., omnirng stn; point of intsxn of the Carleton, Mich., omnirng direct radial to the Perry, Ohio, nondirectional rdo bcn and the Cleveland omnirng direct radial to the Windsor, Ont., omnirng stn; to the Cleveland, Ohio, omnirng stn."

(19) VOR civil airway No. 29 (Salisbury, Md., to United States-Canadian Border), is amended by changing the portion which reads: "Dover, Del., omnirng stn; West Chester, Pa., omnirng stn;" to read: "Dover, Del., omnirng stn; Woodstown, N. J., omnirng stn; point of intsxn of the Philadelphia, Pa., Intnl Arpt ILS lclzr 256°T course and the West Chester omnirng 120°T radial; West Chester, Pa., omnirng stn;"

(20) VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.), is amended to read: "That airspace over United States territory from the Toronto, Ont., omnirng stn via the intsxn of the Toronto omnirng 141°T and the Buffalo omnirng 312°T radials; Buffalo, N.Y., omnirng stn; Elmira, N. Y., omnirng stn, including a S alternate; Wilkes-Barre-Scranton, Pa., omnirng stn; to the point of intsxn of the Wilkes-Barre-Scranton omnirng 117°T and the Wilton, Conn., omnirng 240°T radials."

(21) VOR civil airway No. 38 (Chicago, Ill., to Elkins, W. Va.), is amended by changing the portion which reads: "Columbus, Ohio. omnirng stn, including a S alternate;" to read: "Columbus, Ohio, omnirng stn;"

(22) VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine), is amended by changing the first portion to read: "From the South Boston, Va., omnirng stn via the Gordonsville, Va., omnirng stn; Herndon, Va., omnirng stn; to the point of intsxn of the Herndon omnirng 045°T and the Baltimore, Md., omnirng 346°T radials."

(23) VOR civil airway No. 42 (Flint, Mich., to Washington, D. C.), is amended to read: "That airspace over United States territory from the point of intsxn of the Lansing, Mich., omnirng 068°T and the Salem, Mich., omnirng 342°T radials via the Windsor, Ont. omnirng stn; Cleveland, Ohio, omnirng stn; intsxn of the Cleveland omnirng 116°T and the Pittsburgh omnirng 311°T radials; Pittsburgh, Pa., omnirng stn; Johnstown, Pa., omnirng stn; Martinsburg, W. Va., omnirng stn; to the Washington, D. C., term omnirng stn."

(24) VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.), is amended to read: "From the Lexington, Kt., omnirng stn via the York, Ky., omnirng stn; Columbus, Ohio omnirng stn; to the Waterville, Ohio omnirng stn. From the point of intsxn of the Waterville omnirng 328°T and the Litchfield, Mich. omnirng 090°T radials to the Lansing, Mich., omnirng stn. The portions of this arwy which conflict with the Wilmington Restricted Area (R-109) are excluded."

(25) VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.), is amended by changing all after the Waterville, Ohio, omnirng stn to read: "Waterville, Ohio, omnirng stn; point of intsxn of the Carleton, Mich., omnirng 264°T radial and the Detroit Willow Run Arpt ILS lclzr front course; Detroit, Mich., Willow Run Arpt ILS lclzr; to the point of intsxn of the Detroit, Willow Run Arpt ILS lclzr back course and the Salem, Mich., omnirng direct radial to the Windsor, Ont., omnirng stn."

(26) VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.), is amended to read: "From the Miami, Fla., omnirng stn via the intsxn of the Miami omnirng 338°T and the Vero Beach omnirng 192°T radials; Vero Beach, Fla., omnirng stn; Daytona Beach, Fla., omnirng stn; Jacksonville, Fla., omnirng stn; intsxn of the Jacksonville omnirng 319°T and the Alma omnirng 148°T radials; Alma, Ga., omnirng stn, including an E and a W alternate from the Jacksonville omnirng stn to the Alma omnirng stn; Macon, Ga., omnirng stn; intsxn of the Macon omnirng 330°T and the Chattanooga omnirng 152°T radials; Chattanooga, Tenn., omnirng stn, including a W alternate from the Alma, Ga., omnirng stn to the Chattanooga, Tenn., omnirng stn via the intsxn of the Alma omnirng 305°T and the Atlanta omnirng 151°T radials, the Atlanta, Ga., omnirng stn and the intsxn of the Atlanta omnirng 352°T and the Chattanooga, omnirng 152°T radials; Crossville, Tenn., omnirng stn, including an E alternate via the intsxn of the Chattanooga omnirng 063°T and the Crossville omnirng 171°T radials; Louisville, Ky., omnirng stn; intsxn of the Louisville omnirng 356°T and the Indianapolis omnirng 137°T radials; Indianapolis, Ind., omnirng stn; Lafayette, Ind., omnirng stn; Chicago Heights, Ill., omnirng stn; to the point of intsxn of the Chicago Heights, Ill., omnirng 342°T and the Naperville, Ill., omnirng 090°T radials. The portions of this arwy which overlap the Sterling Restricted Area (R-169 and R-170) are excluded."

(27) VOR civil airway No. 53 (Charleston, S.C., to Chicago, Ill.), is amended to read: "From the Charleston, S.C., omnirng stn via the Columbia, S.C., omnirng stn; Spartanburg, S.C., omnirng stn; Asheville, N.C., omnirng stn; Tri-City, Tenn., omnirng stn; Lexington, Ky., omnirng stn; Louisville, Ky. omnirng stn; intsxn of Louisville omnirng 333°T and Indianapolis, omnirng 170°T radials; Indianapolis, Ind., omnirng stn; Lafayette, Ind., omnirng stn, including a W alternate; Peotone, Ill., omnirng stn; to the Chicago, Ill. Midway Arpt term omnirng stn."

(28) VOR civil airway No. 57 (Graham, Tenn., to Scotland, Ind.), is amended to read: "From the Graham, Tenn., omnirng stn via the Bowling Green, Ky., omnirng stn; to the Scotland, Ind., omnirng stn."

(29) VOR civil airway No. 72 (Troy, Ill., to Albany, N.Y.), is amended by changing the portion which reads: "Lafayette omnirng 080°T" to read: "Lafayette omnirng 089°T."

(30) VOR civil airway No. 88 (Tulsa, Okla., to Mansfield, Ohio), is amended by changing the portion which reads: "to the Mansfield, Ohio, omnirng stn including a N alternate." to read: "to the Mansfield, Ohio, omnirng stn."

(31) VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.), is amended to read: "From the Denver, Colo., omnirng stn via the Cheyenne, Wyo., omnirng stn, including an E alternate via the intsxn of the Denver omnirng 016°T and the Cheyenne omnirng 131°T radials; Chadron, Nebr., omnirng stn, including an E alternate via the intsxn of the Cheyenne omnirng 054°T and the Chadron omnirng 197°T radials; to the Rapid City, S. Dak., omnirng stn; including an E alternate. The portion of this arwy which overlaps the Scenic Restricted Area (R-190) is excluded."

(32) VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ont.), is added to read: "That airspace over United States territory from the Litchfield, Mich., omnirng stn to the Windsor, Ont., omnirng stn."

(33) VOR civil airway No. 96 (Lafayette, Ind., to Toledo, Ohio), is amended to read: "From the Lafayette, Ind., omnirng stn via the intsxn of the Lafayette omnirng 089°T and the Fort Wayne omnirng 226°T radials; Fort Wayne, Ind., omnirng stn; to the Waterville, Ohio, omnirng stn."

(34) VOR civil airway No. 97 (Miami, Fla., to Alexandria, Minn.), is amended by changing the portion which reads: "intsxn of the Indianapolis omnirng 342°T and the Chicago Heights omnirng 140°T radials;" to read: "intsxn of the Indianapolis omnirng 341°T and the Chicago Heights omnirng 143°T radials."

(35) VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.), is amended to read: "From the Phoenix, Ariz., omnirng stn via the Prescott, Ariz., omnirng stn, including an E alternate via the Phoenix omnirng 004°T and the Prescott omnirng 135°T radials; to the Las Vegas, Nev., omnirng stn."

(36) VOR civil airway No. 116 (Kansas City, Mo., to New York, N.Y.), is amended by changing the portion which reads: "Salem, Mich., omnirng stn; Erie, Pa., omnirng stn;" to read:

"Salem, Mich., omnirng stn; Windsor, Ont., omnirng stn; Erie, Pa., omnirng stn;"

(37) VOR civil airway No. 128 (Chicago, Ill., to New Bern, N.C.), is amended by changing all before the Cincinnati, Ohio, omnirng stn to read: "From the Chicago, Ill. Midway Arpt term omnirng stn via the Peotone, Ill., omnirng stn; Lafayette, Ind., omnirng stn; intsxn of the Lafayette omnirng 122°T and the Cincinnati omnirng 318°T radials; Cincinnati, Ohio, omnirng stn;"

(38) VOR civil airway No. 140 (Amarillo, Tex., to New York, N.Y.), is amended by changing the last two sentences to read: "From the Baltimore, Md., omnirng stn via the point of intsxn of the Baltimore omnirng 045°T and the Woodstown omnirng 269°T radials; Woodstown, N.J., omnirng stn; point of intsxn of the Woodstown omnirng 106°T and the Dover, Del., omnirng direct radial to the Coyle, N.J., omnirng stn; Coyle, N.J., omnirng stn; to the Colts Neck, N.J., omnirng stn, excluding the portions of this arwy between the Coyle, N.J., omnirng stn and the Colts Neck, N.J., omnirng stn more than 3 miles either side of the center line and the portions which overlap the Aberdeen Restricted Area (R-54)."

(39) VOR civil airway No. 142 (Erie, Pa., to Rochester, N.Y.), is amended to read: "From the Erie, Pa., omnirng stn via the point of intsxn of the Erie omnirng 080°T and the Bradford, Pa., omnirng 308°T radials; Buffalo, N.Y., omnirng stn; intsxn of the Buffalo omnirng 034°T and the Rochester omnirng 289°T radials; to the Rochester, N.Y., omnirng stn."

(40) VOR civil airway No. 143 (Charlotte, N.C., to Washington, D.C.), is amended by changing the last portion to read: "From the Front Royal, Va., omnirng stn to the point of intsxn of the Martinsburg, W.Va., omnirng direct radial to the Washington, D. C., term omnirng stn and the Herndon, Va., omnirng direct radial to the Harrisburg, Pa., omnirng stn."

(41) VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N.Y.), is amended to read: "From the Martinsburg, W. Va., omnirng stn to the West Chester, Pa., omnirng stn. From the point of intsxn of the Philadelphia, Pa., Intnl Arpt ILS lclzr 256°T course and the West Chester, Pa., omnirng 170°T radial via the Philadelphia Intnl Arpt ILS lclzr to the Colts Neck, N.J., omnirng stn."

(42) VOR civil airway No. 170 (Erie, Pa., to Philadelphia, Pa.), is amended to read: "From the Erie, Pa., omnirng stn via the Bradford, Pa., omnirng stn, including a N alternate via the intsxn of the Erie omnirng 080°T and the Bradford omnirng 308°T radials; Selinsgrove, Pa., omnirng stn; to the West Chester, Pa., omnirng stn."

(43) VOR civil airway No. 221 (Fort Wayne, Ind., to Detroit, Mich.), is amended to read: "From the Fort Wayne, Ind., omnirng stn via the Litchfield, Mich., omnirng stn; intsxn of the Litchfield omnirng 050°T and the Salem omnirng 257°T radials; Salem, Mich., omnirng stn; to the point of intsxn of the Salem omnirng 079°T radial with the Windsor, Ont., omnirng direct radial to the point of intsxn of the Lansing, Mich., omnirng 068°T and the Salem, Mich., omnirng 342° T radials."

(44) VOR civil airway No. 227 (Louisville, Ky., to Indianapolis, Ind.), is added to read: "From the Louisville, Ky., omnirng stn via the intsxn of the Louisville, omnirng 310°T and the Indianapolis omnirng 185°T radials; to the Indianapolis, Ind., omnirng stn."

(45) VOR civil airway No. 235 (Utah Lake, Utah, to Fort Bridger, Wyo.), is added to read: "From the Utah Lake, Utah, omnirng stn to the Fort Bridger, Wyo. omnirng stn."

(46) VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah), is added to read: "From the Bonneville, Utah, omnirng stn via the intsxn of the Bonneville omnirng 084°T and the Ogden omnirng 235°T radials; to the Ogden, Utah, omnirng stn."

(47) VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.), is added to read: "From the Needles, Calif., omnirng stn to the Mormon Mesa, Nev., omnirng stn."

(48) VOR civil airway No. 238 (Philadelphia, Pa., to Atlantic City, N.J.), is added to read: "From the point of intsxn of the West Chester, Pa., 120°T radial and the Philadelphia, Pa., Intnl Arpt ILS lclzr 256°T course via the Woodstown, N.J., omnirng stn; to the point of intsxn of the Dover, Del., omnirng 070°T and the Coyle, N.J., omnirng 203°T radials."

(49) VOR civil airway No. 239 (Wildwood, N.J., to Philadelphia, Pa.), is added to read: "From the point of intsxn of the Coyle, N.J., omnirng 203°T and the Woodstown omnirng 154° T radials via the Woodstown, N.J., omnirng stn; to the point of intsxn of the West Chester, Pa., omnirng 120°T radial and the Philadelphia, Pa., Intnl Arpt ILS lclzr 256°T course."

CONTROL AREAS: (1) Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska), is added to read: "All of Blue Civil Airway No. 43."

(2) VOR civil airway No. 5 (Miami, Fla., to London, Ont.), is amended to read: "All of VOR civil airway No. 5, including E and W alternates, but excluding the airspace between the main arwy and its W alternate from the Alma, Ga., omnirng stn to the Chattanooga, Tenn., omnirng stn, and also excluding the airspace between the main arwy and its E alternate from the Bowling Green, Ky., omnirng stn to the Louisville, Ky., omnirng stn."

(3) VOR civil airway No. 36 (Toronto, Ont., to New York, N.Y.), is amended to read: "All of VOR civil airway No. 36, including a S alternate."

(4) VOR civil airway No. 38 (Chicago, Ill., to Elkins, W. Va.), is amended to read: "All of VOR civil airway No. 38."

(5) VOR civil airway No. 42 (Flint, Mich., to Washington, D.C.), is amended to read: "All of VOR civil airway No. 42."

(6) VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.), is amended to read: "All of VOR civil arwy No. 51, including E and W alternates, but excluding the airspace between the main arwy and its W alternate from the Alma, Ga., omnirng stn to the Chattanooga, Tenn., omnirng stn."

(7) VOR civil airway No. 57 (Graham, Tenn., to Scotland, Ind.), is amended to read: "All of VOR civil airway No. 57."

(8) VOR civil airway No. 88 (Tulsa, Okla., to Mansfield, Ohio), is amended to read: "All of VOR civil airway No. 88."

(9) VOR civil airway No. 89 (Denver, Colo., to Rapid City, S. Dak.), is amended to read: "All of VOR civil airway No. 89, including E alternates."

(10) VOR civil airway No. 90 (Litchfield, Mich., to Windsor, Ont.), is added to read: "All of VOR civil airway No. 90."

(11) VOR civil airway No. 96 (Lafayette, Ind., to Toledo, Ohio), is amended to read: "All of VOR civil airway No. 96."

(12) VOR civil airway No. 105 (Phoenix, Ariz., to Las Vegas, Nev.), is amended to read: "All of VOR civil airway No. 105 including an E alternate."

(13) VOR civil airway No. 142 (Erie, Pa., to Rochester, N.Y.), is amended to read: "All of VOR civil airway No. 142."

(14) VOR civil airway No. 166 (Martinsburg, W. Va., to New York, N.Y.), is amended to read: "All of VOR civil airway No. 166."

(15) VOR civil airway No. 170 (Erie, Pa., to Philadelphia, Pa.), is amended to read: "All of VOR civil airway No. 170 including a N alternate."

(16) VOR civil airway No. 227 (Louisville, Ky., to Indianapolis, Ind.), is added to read: "All of VOR civil airway No. 227."

(17) VOR civil airway No. 235 (Utah Lake, Utah, to Fort Bridger, Wyo.), is added to read: "All of VOR civil airway No. 235."

(18) VOR civil airway No. 236 (Bonneville, Utah, to Ogden, Utah), is added to read: "All of VOR civil airway No. 236."

(19) VOR civil airway No. 237 (Needles, Calif., to Mormon Mesa, Nev.), is added to read: "All of VOR civil airway No. 237."

(20) VOR civil airway No. 238 (Philadelphia, Pa., to Atlantic City, N.J.), is added to read: "All of VOR civil airway No. 238."

(21) VOR civil airway No. 239 (Wildwood, N.J., to Philadelphia, Pa.), is added to read: "All of VORcivil airway No. 239."

CONTROL AREA EXTENSIONS: (1) (Augusta, Ga.), is added to read: "Within 5 mi either side of the 320°T radial of the Augusta omnirng extending from the omnirng stn to a point 15 mi NW."

(2) (Riverside, Calif.), is amended to read: "That airspace E of March AFB bounded on the E by a line extending between a point at lat 33-51-00, long. 116-50-40 and a point at lat 33-45-45, long. 116-50-00, on the S by VOR civil arwy No. 64, on the NW by VOR civil arwy No. 8 and on the N by Green civil arwy No. 5; that airspace SE of March AFB bounded on the N by VOR civil arwy No. 64, on the E by VOR civil arwy No. 117, on the SE and S by Red civil arwy No.65 and on the SW by Caution Area C-444."

(3) (Seattle, Wash.), is amended by adding the following portion to present ctl area extension: "and that airspace N of Seattle bounded on the S by Red civil arwy No. 79 and on the E by Green civil arwy No. 10 and on the NW by a line extending from a point at lat 48-02-00, long. 122-26-00 to a point at lat 47-55-00, long. 122-32-00."

(4) (Cochise, Ariz.), is revoked.

(5) (Utah Lake, Utah), is added to read: "Within 5 mi either side of the 125°T radial of the Utah Lake omnirng extending from the omnirng stn to a point 25 mi SE."

(6) (Grandview, Mo.), is revoked.

(7) (Olathe, Kans.), is added to read: "That airspace bounded on the NW by Green civil arwy No. 4, on the E by VOR civil arwys Nos. 13 and 71, on the S by lat 38-12-00, and on the W by Amber civil airway No. 4."

(8) (Las Vegas, Nev.), is amended by changing the words which read: "Mormon Mesa, Nev., omnirng 192°T radial" to read: "Mormon Mesa, Nev., omnirng 184°T radial".

(9) (Denver, Colo.), is amended to read: "That airspace within 5 mi either side of a line bearing 174°T extending from the Aurora nondirectional rdo bcn to a point 25 mi S; that airspace NE of Denver bounded on the E by VOR civil arwy No. 19, on the SE by VOR civil arwy No. 160 and on the W by VOR civil arwy No. 89; that airspace SE of Denver bounded on the NE by VOR civil arwy No. 4, on the E by VOR civil arwy No. 19, on the SW by the Colorado Springs, Colo., ctl area extension, and on the W by Amber civil arwy No. 3, excluding the portion which overlaps Restricted Area (R-195)."

(10) (Anchorage, Alaska), is amended to read: "That airspace within 5 mi either side of direct lines between the Anchorage, Alaska, rdo rng stn, the intsxn of the SE course of the Anchorage rdo rng with the NW course of the Hinchinbrook, Alaska, rdo rng, the Middleton Island, Alaska, rdo rng stn, and the Sandspit, B.C., Canada, rdo rng stn, extending from the Anchorage, Alaska, rdo rng stn to the United States-Canadian Border."

(11) (Middleton Island, Alaska), is added to read: "That airspace within 5 mi either side of the NE and SW courses of the Middleton Island, Alaska rdo rng extending from the rdo rng stn to points 25 mi NE and SW."

(12) (Yakataga, Alaska), is added to read: "Within 5 mi either side of SW course of Yakataga, Alaska, rdo rng extending from the intsxn of the SW course of the Yakataga rdo rng and the SE course of the Hinchinbrook, Alaska, rdo rng to a point 20 mi SW, and within 5 mi either side of the SE course of the Yakataga rdo rng extending from the intsxn of the SE course of the Yakataga rdo rng and the NW course of the Yakutat, Alaska, rdo rng to a point 20 mi SW."

(13) (Pierre, S. Dak.), is added to read: "That airspace within a 25 mi radius of the Pierre, S. Dak., Arpt."

(14) (Peru, Ind.), is added to read: "That airspace within a 25 mi radius of Bunker Hill AFB, Peru, Ind."

CONTROL ZONES: (1) (Pierre, S. Dak.), is amended to read: "Within a 5 mi radius of Pierre Arpt, within 2 mi either side of the E course of the Pierre rdo rng extending from the rdo rng stn to a point 12 mi E, and within 2 mi either side of the 260°T and 080°T radials of the Pierre omnirng extending from the five mi radius zone to a point 12 mi NE of the omnirng stn."

(2) (Lafayette, Ind.), is amended to read: "Within a 5 mi radius of Purdue University Arpt and within 2 mi either side of the 137° and 317°T radials of the Lafayette omnirng extending from the 5 mi radius zone to a point 12 mi NW of the omnirng stn."

(3) (Minneapolis, Minn.), is amedned to read: "Within a 5 mi radius of the Minneapolis-St. Paul Intnl Arpt, within 2 mi either side of the SE course of the Minneapolis rdo rng extending from the rdo rng stn to a point 12 mi SE, within 2 mi either side of the SE (front) course of the Minneapolis ILS lclzr extending from the lclzr to a point 12 mi SE of the outer marker and within 2 mi either side of the NW (back) course of the ILS lclzr extending from the lclzr to a point 17 mi NW of the arpt."

(4) (Minot, N. Dak.), is amedned to read: "Within a 5 mi radius of Port O'Minot Field, within 2 mi either side of the SE course of the Minot rdo rng extending from the rdo rng stn to a point 12 mi SE, and within 2 mi either side of the 254° and 074°T radials of the Minot omnirng extending from the 5 mi radius zone to a point 12 mi NE of the omnirng stn."

(5) (Charlotte, N.C.), is amended by adding the following portion to present control zone: "and within 2 miles either side of the 005°T and 185°T radials of the Charlotte omnirng extending from the 5 mi radius zone to a point 10 mi S of the omnirng stn."

(6) (Aberdeen, S. Dak.), is amended to read: "Within a 5 mi radius of the Aberdeen Mun Arpt (Saunders Field), within 2 mi either side of the S course of the Aberdeen rdo rng extending from the rdo rng stn to a point 12 mi S, and within 2 mi either side of the 131°T radial of the Aberdeen omnirng extending from the omnirng stn to a point 12 mi SE."

(7) (Sioux Falls, S. Dak.), is amended to read: "Within a 5 mi radius of Sioux Falls Mun Arpt, within 2 mi either side of the NW course of the Sioux Falls rdo rng extending from the rdo rng stn to a point 12 mi NW, within 2 mi either side of the 336°T radial of the Sioux Falls omnirng extending from the omnirng stn to a point 12 mi NW, within 2 mi either side of the NE (back) course of the Sioux Falls ILS lclzr extending from the lclzr to a point 16 mi NE."

(8) (Fairbanks, Alaska), is amended to read: "Within a 5 mi radius of Ladd AFB, within a 5 mi radius of Fairbanks Intnl Arpt, and within 5 mi either side of a line bearing 39°T extending from the Fairbanks Intnl Arpt to the ILS outer marker."

(9) (Yakataga, Alaska), is amended to read: "Within a 5 mi radius of the Yakataga Arpt, within 5 mi either side of the SE and SW courses of the Yakataga rdo rng extending from the rdo rng stn to Amber civil arwy No. 1."

(10) (Peru, Ind.), is added to read: "Within a 5 mi radius of Bunker Hill AFB, Peru, Ind., and within 2 mi either side of the extended centerline of the Bunker Hill AFB NE/SW rnwy extending to a point 9 mi SW of the rnwy end."

(11) (Beaufort, S.C.), is added to read: "Within a 5 mi radius of MCAAS Beaufort, S.C., within 2 mi either side of a line bearing 43°T extending from the arpt to a point 16 mi NE and within 2 mi either side of a line bearing 137°T extending from the arpt southeastward to Warning Area W-132."

REPORTING POINTS: (1) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska), is amended by deleting the following reporting point: "the intsxn of the NW course of the Yakutat, Alaska, rdo rng and the S course of the Yakataga, Alaska, rdo rng;" and by substituting the following reporting point therefor: "the intsxn of the NW course of the Yakutat, Alaska, rdo rng and the SE course of the Yakataga, Alaska, rdo rng;"

(2) Blue civil airway No. 43 (Nenana, Alaska, to Nenabank, Alaska), is added to read: "No reporting point designation."

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Perry, Ohio, nondirectional rdo bcn; (b) Elko, Nev., omnirng stn; (c) Hanksville, Utah, omnirng stn; (d) Fort Bridger, Wyo., omnirng stn; (e) Pocatello, Idaho, omnirng stn; (f) Dubois, Idaho, omnirng stn; (g) Lucin, Utah, omnirng stn; (h) Cherokee, Wyo., omnirng stn; (i) Bonneville, Utah, omnirng stn; (j) Utah Lake, Utah, omnirng stn; (k) Kiowa, Colo., omnirng stn; (l) Point Reyes, Calif., omnirng stn; (m) Klamath Falls, Oreg., omnirng stn; (n) Maricopa Intsxn - the intsxn of Bakersfield, Cal., omni 210°T and Coalinga, Cal., omni 153°T radials; (o) Geyersville Intsxn - the intsxn of Williams, Cal., omni 241°T and the radials; (o) Geyersville Intsxn - the intsxn of the Williams, Calif., omnirng 241°T and the Point Reyes., Calif., omnirng 352°T radials. (p) Saugus Intsxn - the intsxn of the Palmdale, Calif., omnirng 247°T and the Los Angeles, Calif., omnirng 355°T radials; (q) White Oaks Intsxn - the intsxn of the Bakersfield, Calif., omnirng 149°T and the Palmdale, Calif., omnirng 292°T radials; (r) Pacoima Intsxn - the intsxn of the Fillmore, Calif., omnirng 111°T and the Los Angeles, Calif. 355°T radials; (s) Avalon Intsxn - the intsxn of the Oceanside, Calif., omnirng 295°T and the Long Beach, Calif., omnirng 215°T radials; (t) Corona Intsxn - the intsxn of the Long Beach, Calif., omnirng 095°T and the Ontario, Calif., omnirng 180°T radials; (u) Berry Intsxn - the intsxn of the Ontario, Calif., omnirng 300°T, the Long Beach, Calif., omnirng 346°T and the Los Angeles, Calif., omnirng 035°T radials; (v) Purgatoire Intsxn - the intsxn of the Pueblo, Colo., omnirng 145°T and the Lamar, Colo., omnirng 231°T radials; (w) Saltair Intsxn - the intsxn of the Salt Lake City, Utah, omnirng 265°T and the Ogden, Utah, omnirng 190°T radials; (x) Davenport Intsxn - the intsxn of the Salinas, Calif., omnirng 300°T and the Point Reyes, Calif., omnirng 155°T radials; (y) Marin Intsxn - the intsxn of the San Francisco, Calif., omnirng 304°T and the Ukiah, Calif., omnirng 172°T radials; (z) Stinson Beach Intsxn - the intsxn of the San Francisco, Calif., omnirng 304°T and the Point Reyes, Calif., omnirng 155°T radials; (aa) Fontana Intsxn - the intsxn of the Palmdale, Calif., omnirng 136°T, the Ontario, Calif., omnirng 038°T and the Daggett, Calif., omnirng 218°T radials; (bb) Radnor Intsxn - the intsxn of the Lafayette, Ind., omnirng 089°T and the Indianapolis, Ind., omnirng 342°T radials.

(2) Domestic VOR reporting points is amended by changing the following reporting point to read: (a) Kokomo Intsxn - the intsxn of the Indianapolis, Ind., omnirng 021°T and the Lafayette, Ind., omnirng 089°T radials.

(3) Domestic VOR reporting points is amended by revoking the following reporting points: (a) Birmingham, Ala., omnirng stn; (b) Rossville Intsxn - the intsxn of the Lafayette, Ind., omnirng 080°T and the Indianapolis, Ind., omnirng 342°T radials.

ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective 31 May 1956:

NAME CHANGE:

(1) FLAT WOODS, W. VA. INTSXN - the intsxn of the SW course Morgantown, W.Va., LFR and the 074° mag bearing Elkins, W.Va. (Formerly Sutton, W.Va. Intsxn.)

DESIGNATE:

(1) ANGELICA, N.Y. INTSXN - the intsxn of the Bradford, Pa., VOR radial to intsxn of Buffalo, N.Y. VOR 147° mag radial and Elmira, N.Y. VOR 299° mag radial.

(2) ANTELOPE, TEXAS (VHF) INTSXN - the intsxn of the El Paso, Tex. VOR 080° mag and Hudspeth, Tex. VOR 284° mag radials. Holding not authorized.

(3) ARCOLA, ILL. INTSXN - the intsxn of the Terre Haute, Ind. VOR 281° mag radial (V-50) and the Vandalia, Ill. VOR 145° mag radial (V-72).

(4) AUBURN, MICH. INTSXN - the intsxn of the Salem, Mich., VOR 043° mag radial and the Windsor, Ont., VOR 320° mag radial (V-42).

(5) AUGUSTA (VHF) INTSXN - the intsxn of the 271°T radial of the Great Falls, Mont. VOR and the 180°T radial of the Cutbank, Mont. VOR.

(6) BAINBRIDGE, N.J. INTSXN - the intsxn of the Baltimore, Md. VOR 052° mag radial and the Woodstown, N.J. VOR 278° mag radial.

(7) BRAINARD, N.Y. INTSXN - the intsxn of the Poughkeepsie, N.Y. VOR 020° mag radial and the Albany, N.Y., VOR 153° mag radial.

(8) BLUE JACKET INTSXN - the intsxn of the Jacksonville, Fla. VOR 173° mag radial and a 087° mag bearing from NAS Cecil, Fla., (NZC) rdo bcn.

(9) BRYCEVILLE (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 272° mag and Brunswick, Ga., VOR 215° mag radials.

(10) CABINS (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 303° mag and the Alma, Ga. VOR 162° mag radials.

(11) CARL'S (LF) INTSXN - the intsxn of the Jacksonville, Fla. LF rng N course and the 044° mag bearing from Jacksonville, Fla. ILS LMM.

(12) CEDAR MOUNTAIN, UTAH INTSXN - the intsxn of the Ogden, Utah VOR 218° mag radial and the Bonneville, Utah VOR 067° mag radial.

(13) CHARLO (VHF) INTSXN - the intsxn of the 354°T radial of the Missoula, Mont. VOR and the 090°T radial of the Mullan Pass, Idaho VOR.

(14) COLCHESTER, ONT. INTSXN - the intsxn of the Carleton, Mich. VOR 103° mag radial (V-10/V-188) and the Windsor, Ont. VOR 181° mag radial.

(15) COLESBURG (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 333° mag and the Brunswick, Ga. 235° mag radials.

(16) CRYSTOL, FLA. (VHF) INTSXN - the intsxn of the Tampa, Fla. VOR 329° mag and the Lakeland, Fla. VOR 285° mag radials.

(17) DOVE, TEX (VHF) INTSXN - the intsxn of the El Paso, Tex. VOR 080° mag and the Hudspeth, Tex. VOR 310° mag radials.

(18) EARL (VHF) INTSXN - the intsxn of the 174°T radial of the Pueblo, Colo. VOR and the 238°T radial of the Lamar, Colo. VOR.

(19) FENTON, MICH. INTSXN - the intsxn of the Salem, Mich. VOR 345° mag radial (V-133) and the Lansing, Mich. VOR 087° mag radial (formerly V-180, renumbered to V-84).

(20) FOLKSTON(VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 318° mag and the Brunswick, Ga. VOR 235° mag radials.

(21) FORT MEADE, MD. INTSXN - the intsxn of the Washington, D. C. TVOR 055° mag radial and 160° mag bearing from the Baltimore, Md. LOM.

(22) GARY, IND. INTSXN - the intsxn of the Joliet VOR 085° mag radial, the Chicago Heights VOR 042° mag radial, and the SE course of the Chicago (Midway) ILS lclzr.

(23) HAZLETON, PA. INTSXN - the intsxn of the Stroudsburg, Pa. VOR 280° mag radial Wilkes-Barre, Pa. VOR 227° mag radial and the Williamsport, Pa. VOR 134° mag radial.

(24) HECETA HEAD (VHF) INTSXN - the intsxn of the 265°T radial of the Eugene, Oreg, VOR and the 184°T radial of the Newport, Oreg. VOR.

(25) HILLIARD (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 303° mag and the Brunswick, Ga. VOR 235° mag radials.

(26) HUECO, REX (LF) INTSXN - the intsxn of the E course of the El Paso, Tex. LF rng and a 114° mag bearing from the Newman, Tex. rdo bcn.

(27) KATY, FLA (VHF) INTSXN - the intsxn of the Tampa, Fla. VOR 059° mag and the Lakeland, Fla. 329° mag radials. (Same as existing Plant City, Fla. intsxn. being cancelled.)

(28) KNOB, ARIZ. INTSXN - the intsxn of the Phoenix, Ariz. VOR 350° mag radial and the Hassayampa, Ariz. VOR 055° mag radial.

(29) LEE, FLA. (VHF) INTSXN - the intsxn of the Tallahassee, Fla. VOR 088° mag and the Valdosta, Ga., VOR 180° mag radials.

(30) LEMON GROVE (LF) INTSXN - the intsxn of the E course of the San Diego, Calif. LFR and the 165°T bearing from the Miramar, Calif. rdo bcn.

(31) MT. ZION, ILL. INTSXN - the intsxn of the Roberts, Ill. VOR 214° mag radial (V-191) and the Springfield, ILL. VOR 097° mag radial (V-50).

(32) NORTH, WASHINGTON, D.C. INTSXN - the intsxn of the Washington, D.C. TVOR 023° mag radial and the Herndon, Va. VOR 110° mag radial.

(33) NORVELL, MICH. INTSXN - the intsxn of the Litchfield, Mich. VOR 082° mag radial (proposed Litchfield Windsor Airway) and the Lansing, Mich. VOR 150° mag radial (V-45).

(34) OCALA, FLA. (VHF) INTSXN - the intsxn of the Cross City, Fla. VOR 123° mag and the Lakeland, Fla. 345° mag radials.

(35) PARADISE, MO. INTSXN - the intsxn of the St. Joseph, Mo. VOR 141° mag radial and the Kansas City, Mo. VOR 012° mag radial (V-13, V-15E).

(36) PARK, MICH. INTSXN - the intsxn of the Salem, Mich. VOR 127° mag radial (V-26) and the Windsor, Ont. VOR 264° mag radial (proposed Windsor/Litchfield Airway).

(37) PERRY, FLA (VHF) INTSXN - the intsxn of the Cross City, Fla. VOR 331° mag and the Valdosta, Ga. VOR 187° mag radials.

(38) QUINTON, N. J. INTSXN - the intsxn of the Dover, Del. VOR 020° mag radial and the Woodstown, N. J. VOR 260° mag radial.

(39) QUITMAN, GA. (VHF) INTSXN - the intsxn of the Albany, Ga. VOR 150° mag and the Valdosta, Ga. VOR 270° mag radials.

(40) RANCH, ARIZ. INTSXN - the intsxn of the Prescott, Ariz. VOR 120° mag radial and the Phoenix, Ariz. VOR 350° mag radial.

(41) REEDY, S. C. (LF) INTSXN - the intsxn of the Greenville, S. C. ILS south localizer course and Spartanburg, S. C., LFR southwest course.

(42) ST. MARYS (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 008° mag and the Alma, Ga. 132° mag radials.

(43) STATE LINE, IND. INTSXN - the intsxn of the Lafayette, Ind. VOR 228° mag radial (V-72) and the Terre Haute, Ind. VOR 346° mag radial (V-171).

(44) SWAMP (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 288° mag and the Brunswick, Ga. VOR 235° mag radials.

(45) TAYLOR (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 272° mag and the Brunswick, Ga. VOR 235° mag radials.

(46) VINELAND, N.J. INTSXN - the intsxn of the Woodstown, N.J. 115° mag direct radial to the Atlantic City Intsxn, N.J. and Dover, Del. direct VOR radial to Coyle Intsxn, N.J. 245° mag radial.

(47) WALLACEBURG, ONT. (VHF) INTSXN - the intsxn of the Windsor, Ont. VOR 063° mag radial (proposed Windsor/London Airway V-98) and the Mt. Clements (Selfridge), Mich. VOR (127°T) 131° mag radial. (This agrees with the proposal of DOT Canada.)

(48) WILDWOOD, N.J. INTSXN - the intsxn of the Woodstown, N.J. VOR 163° mag radial and the Coyle, N.J. VOR 213° mag radial.

(49) WINLOCK (VHF) INTSXN - the intsxn of the W course of the Toledo, Wash. LFR and the 359°T radial of the Newberg, Oreg. VOR.

REDESIGNATE:

(1) BELLE, MICH. INTSXN - the intsxn of the Salem, Mich., VOR 082° mag radial (proposed Victor Arwy from the Salem VOR to the junction with V-42) and the Windsor, Ont. VOR 320° mag radial (V-42).

(2) BOOTHWYN, N.J. INTSXN - the intsxn of the Woodstown, N.J. VOR 335° mag radial to the intsxn of the SW course of the Philadephia, Pa. LFR and the NW course of the Milville, N.J. LFR.

(3) BRIDGEWATER, MICH. (LF) INTSXN - the intsxn of the W course of the Detroit, Mich. LFR and the Waterville, Ohio VOR 347° mag radial (projection of the radial forming realigned V-47)

(4) BRIDGEWATER, MICH. (VHF) INTSXN - the intsxn of the Salem, Mich. VOR 230° mag radial (V-11) and the Litchfield, Mich. VOR 082° mag radial (proposed Litchfield/Windsor Victor Airway).

(5) CANARD, ONT. INTSXN - the intsxn of the Salem, Mich. VOR 127° mag radial (V-26) and the Carleton, Mich. VOR 079° mag radial (formerly V-98, to be renumbered).

(6) DAWSONVILLE, VA. INTSXN - the intsxn of the Herndon, Va. VOR 051° mag radial and the Martinsburg, W.Va. 136° mag radial.

(7) DEERFIELD, MICH. INTSXN - the intsxn of the Carleton, Mich. VOR 237° mag radial (V-98) and the Waterville, Ohio VOR 347° mag radial (V-47).

(8) DELPHI, IND. INTSXN - the intsxn of the Indianapolis, Ind. VOR 340° mag radial (V-97) and the Lafayette, Ind. VOR 061° mag radial.

(9) ESSEX, ONT. INTSXN - the intsxn of the Windsor, Ont. VOR 150° mag radial (V-42) and the Carleton, Mich. VOR 079° mag radial (formerly V-98, to be renumbered.)

(10) HORTON, IND. INTSXN - the intsxn of the Indianapolis, Ind. VOR 020° mag radial (V-11) and the Lafayette, Ind. VOR 120° mag radial (V-128).

(11) MEAD, NEV. INTSXN - the intsxn of the Las Vegas, Nev. VOR 070° mag radial and the Mormon Mesa, Nev. VOR 169° mag radial.

(12) MIDCRAFT, MICH. INTSXN - the intsxn of the Salem, Mich. VOR 108° mag radial (V-116) and the 050° mag (back) course of the Ypsilanti (Willow Run), Mich. ILS lclzr.

(13) MILAN, MICH. INTSXN - the intsxn of the Carleton, Mich. VOR 267° mag radial (realigned V-10), the 230° mag (front) course of the Ypsilanti (Willow Run), Mich. ILS lclzr, and the Waterville, Ohio VOR 347° mag radial (realigned V-47).

(14) MONTICELLO, IND. INTSXN - the intsxn of the Chicago Heights, Ill. VOR 141° mag radial (V-97) and the Indianapolis, Ind. VOR 340° mag radial (V-97).

(15) NEWLAND, IND. INTSXN - the intsxn of the Chicago Heights, Ill. VOR 141° mag radial (V-97/V-7E/V-51E) and the Lafayette, Ind. VOR 351° mag radial (V-7E/V-51E).

(16) PELEE, ONT. INTSNX - the intsxn of the Windsor, Ont. VOR 150° mag radial (V-42) the Carleton, Mich. VOR 103° mag radial (V-10/V-188) and the Salem, Mich. VOR 127° mag radial (V-26).

(17) PITTSBORO, IND. INTSXN - the intsxn of the Indianapolis, Ind. VOR 323° mag radial (V-51/V-53) and the Terre Haute, Ind. VOR 054° mag radial.

(18) ROCKWOOD, MICH. INTSXN - the intsxn of the Salem, Mich. VOR 143° mag radial (V-133) and the Carleton, Mich. VOR 079° mag radial (formerly V-98, to be renumbered).

(19) ST. JOHNS (VHF) INTSXN - the intsxn of the Jacksonville, Fla. VOR 088° mag, Daytona Beach, Fla., VOR 360° mag and the Savannah, Ga. VOR 181° mag radials.

(20) SHELBY, ILL. INTSXN - the intsxn of the Chicago Heights, Ill. VOR 156° mag radial (V-7/V-51/V-57) and the Peotone, Ill. VOR 094° mag radial (V-38/V-144).

(21) SUTTON, W. VA. (MIXED VHF/L/MF) INTSXN - the intsxn formed by the Parkersburg VOR 130° mag and the Elkins VOR 249° mag radials.

(22) THAYER, ILL. INTSXN - the intsxn of the Chicago Heights, Ill. VOR 141° mag radial (V-97/V-7E/V-51E) and the Peotone, Ill. V-094° mag radial (V-38/V-144).

(23) TILBURY, ONT. INTSXN - the intsxn of the Windsor, Ont. VOR 100° mag radial (V-116) and the Carleton, Mich. VOR 079° mag radial (formerly V-98, to be renumbered).

(24) TIPTON, MICH. INTSXN - the intsxn of the Salem, Mich. VOR 230° mag radial (V-11) and the Litchfield, Mich. VOR 099° mag radial (realigned V-10).

(25) ZIONSVILLE, IND. INTSXN - the intsxn of the Indianapolis, Ind. VOR 020° mag radial (V-11) and the Lafayette, Ind. VOR 133° mag radial.

CANCEL:

(1) ABERNANT, ALA. INTSXN - the intsxn of the Birmingham, Ala. 223° mag radial and the Tuscaloosa, Ala. 080° mag radial.

(2) BRADFORD, ALA. (LF) INTSXN - the intsxn of the Birmingham, Ala 355° maf and the Anniston 287° mag radials.

(3) CALERA, ALA. (VOR) INTSXN - the intsxn of the Anniston 230° mag and the Birmingham 178° mag radials.

(4) CALUMET, ILL. INTSXN - the intsxn of the Chicago Heights, Ill. VOR 007° mag and the Naperville, ILL. VOR 106° mag radials.

(5) ELOISE, MICH. INTSXN - the intsxn of the 032° mag (back) course of the Detroit (Wayne-Major), Mich. ILS lclzr and the 124° mag radial of the Salem, Mich. omnirng.

(6) HINDSBORO, ILL. INTSXN - the intsxn of the Vandalia, Ill. VOR radial directed toward the Lafayette, Ind. VOR and the Terre Haute, Ind. VOR radial directed toward the Springfield, Ill. VOR.

(7) NARROWS, ALA. INTSXN - the intsxn of the S course of the Birmingham LFR and the Anniston VOR 250° mag radial.

(8) OGDEN, MICH. INTSXN - the intsxn of the 330° mag radial of the Waterville, Ohio omnirng and the 239° mag radial of the Carleton, Mich. omnirng.

(9) PERRYSVILLE, IND. INTSXN - the intsxn of the Terre Haute, Ind. omnirng radial directed toward the Peotone, Ill. omnirng and the Lafayette, Ind. omnirng rad directed toward the Vandalia, Ill. omnirng.

(10) RIVERSIDE, ONT., CANADA INTSXN - the intsxn of the Carleton, Mich. VOR 055° mag radial and the Salem, Mich. VOR 101° mag radial.

(11) SPRINGVILLE, ALA. (VHF) INTSXN - the intsxn of the Birmingham 041° mag and the Anniston 307° mag radials.

(12) SPRINGVILLE, MICH. INTSXN - the intsxn of the 274° mag radial of the Carleton, Mich. VOR and the 150° mag radial of the Lansing, Mich. VOR.

(13) STEPPVILLE, ALA (VHF) INTSXN

(14) STERRETT, ALA. (VHF) INTSXN - the intsxn of the Birmingham 135° mag and the Anniston 250° mag radials.

(15) SYLACAUGA, ALA. (VHF) INTSXN - the intsxn of the Birmingham 135° mag and the Montgomery 355° mag radials.

(16) WARREN, MICH. INTSXN - the intsxn of the Salem, Mich. omnirng 082° mag radial and the NW course of the Windsor, Ont. Canada, LFR.

(17) WOLF LAKE, MICH. INTSXN - the intsxn of the 252° mag radial of the Salem, Mich. VOR and the 150° mag radial of the Lansing, Mich. VOR.

NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established and shall become effective 31 May 1956:

(1) AUBURN, MICH. INTSXN - direction of holding - NW on Windsor VOR 320° mag radial; direction of turn - LEFT; time - two minutes; minimum altitude - 2700'.

(2) BLUE JACKET, FLA. INTSXN - direction of holding - S on Jacksonville, Fla. VOR 173° mag radial (inbound course 092° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1200'.

(3) BRIDGEWATER, MICH. (LF) INTSXN - direction of holding - W on W course Detroit LFR; direction of turn - LEFT; time - one minute; minimum altitude - 2300'.

(4) BRIDGEWATER, MICH. (VHF) INTSXN - direction of holding - W on Litchfield VOR 082° mag radial (proposed Litchfield/Windsor Arwy); direction of turn - LEFT; time - one minute; minimum altitude - 2000'.

(5) BRYCEVILLE, FLA. (LF) INTSXN - direction of holding - W on W course Jacksonville, Fla. LFR (inbound course 090° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1200'.

(6) BRYCEVILLE, FLA. (VHF) INTSXN - direction of holding - W on Jacksonville, Fla. VOR 272° mag radial (inbound course 092° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1500'.

(7) FORT WAYNE, IND (VHF) INTSXN - direction of holding - W of facility on 277° mag radial (V-144); direction of turn - LEFT; time - two minutes; minimum altitude - 2200'.

(8) GLENVIEW, ILL. (LFR) INTSXN - direction of holding - NW; direction of turn - LEFT; time - one minute; minimum altitude - 2000'.

(9) HUECO, TEX. (LF) INTSXN - direction of holding - E on E course of El Paso, Tex. LFR (inbound course 258° mag); direction of turn - LEFT; time - two minutes; minimum altitude - 7000'.

(10) MILAN, MICH INTSXN - direction of holding - SW on 230° mag (front) course of the Ypsilant ILS lclzr; direction of turn - RIGHT; time - one minute; minimum altitude - 2000'.

(11) MOLINE, ILL. (LF) INTSXN - direction of holding - W; direction of turn - LEFT; time - two minutes; minimum altitude - 2000'.

(12) PARADISE, MO. INTSXN - direction of holding - N of intsxn of 012° mag radial; direction of turn - RIGHT; time - one minute; minimum altitude - 2400'.

(13) PARK, MICH. INTSXN - direction of holding - SE on Salem, Mich. VOR 127° mag radial (V-26); direction of turn - RIGHT; time - one minute; minimum altitude; 2300'.

(14) QUINTON, N.J. INTSXN - direction of holding - S of intsxn on 020° mag radial of Dover, Del. VOR; direction of turn - RIGHT; time - one minute.

(15) ST. MARYS, FLA. (VHF) INTSXN - direction of holding - N on Jacksonville, Fla. VOR 008° mag radial (inbound course 188° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1200'.

(16) SUNBEAM, FLA. (LF) INTSXN - direction of holding - S on SE course Jacksonville, Fla. LF rng (inbound course 338° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1200'.

(17) SUNBEAM, FLA. (VHF) INTSXN - direction of holding - S on Jacksonville, Fla. VOR 163° mag radial (inbound course 343° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1200'.

CANCEL - The following non-standard holding pattern is cancelled effective immediately:

(1) FAYETTEVILLE, N. C. Rdo bcn.

FLIGHTS IN GRAND CANYON NATIONAL PARK: Pilots are cautioned that any unauthorized flight below the rim of the Canyon within the Park boundaries will constitute an undue hazard to persons or property and will subject the pilot to appropriate violation action. Grand Canyon National Park Regulations prohibit the landing of any aircraft within the boundaries of the Park.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 9, dated June 15, 1955 as follows:

(1) Page 22 - Denver, Colo.: Correct WB telephone number to read: FLorida 5-6878.

(2) Page 25 - Utica, New York: Correct CAA telephone number to read: UTica 6-9023.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in avaition. Orders for these particular charts should be kept to a minimum until new edition is printed.

Bellingham	Portland	Yellowstone Park
Douglas	San Diego	WAC 136
Pocatello	Seattle	WAC 193

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Albuquerque	4-13-56	Oklahoma City	4-11-56	WAC 192	4-20-56
Dallas	4-11-56	Prescott	4-20-56	WAC 407	4-13-56
El Paso	4-13-56	Roswell	4-13-56	WAC 468	4-11-56
Los Angeles	4-18-56	Brownsville Lcl	4-20-56		

Instrument Flight Charts
released since April 9, 1956

AL 10 RNG-1	Albany Airport	AL 360 ILS-1	(NAS) Mun Lambert-St. Louis Arpt.
AL 10 RNG-2	Albany Airport	AL 360 ILS-2	(NAS) Mun Lambert-St. Louis Arpt.
AL 14 RNG	Alexandria Airport	AL 375 ILS	San Francisco Intnl Arpt.
AL 59 RNG	Gallatin Field	AL 411 ILS-1	Hancock Airport
AL 63 RNG	Bryan AFB	AL 1234 ILS	Fairbanks Intnl Airport
AL 93 RNG	Lockbourne AFB	AL 10 ADF	Albany Airport
AL 164 RNG	Galveston Airport	AL 63 ADF	Bryan AFB
AL 185 RNG	Langley AFB	AL 166 ADF	Chicago Intnl (O'Hare) Arpt.
AL 188 RNG	Olmstead AFB	AL 304 ADF	Omaha Airport
AL 209 RNG-1	NAS Jacksonville	AL 330 ADF	Portland Intnl Arpt.
AL 330 RNG	Portland Intnl Arpt.	AL 357 ADF	McClellan AFB
AL 354 RNG	Walker AFB	AL 360 ADF-1	(NAS) Mun Lambert-St. Louis Arpt.
AL 369 RNG	San Antonio Intnl Airport	AL 369 ADF	San Antonio Intnl Arpt.
AL 381 RNG	Hunter AFB	AL 411 ADF	Hancock Airport
AL 414 RNG	McChord AFB	AL 544 ADF	Offutt AFB
AL 433 RNG	Griffiss AFB	AL 1234 ADF	Fairbanks Intnl Airport
AL 488 RNG	Travis AFB	AL 10 VOR	Albany Airport
AL 562 RNG	Dover AFB	AL 14 VOR	Alexandria Airport
AL 665 RNG	Merced Airport	AL 58 VOR	Logan Airport
AL 754 RNG	Honolulu Intnl Arpt.	AL 59 VOR	Gallatin Field
AL 761 RNG	NAS Barbers Point	AL 63 VOR	Bryan AFB
AL 959 RNG	Dobbins AFB	AL 187 VOR	Harrisburg State Airport
AL 1234 RNG	Fairbanks Intnl Arpt.	AL 238 VOR	Bowman Field
AL 10 ILS	Albany Airport	AL 297 VOR-1	Ogden Municipal Airport
AL 144 ILS	Hector Airport	AL 330 VOR	Portland Intnl Airport
AL 166 ILS	Chicago Intnl (O'Hare) Apt.	AL 369 VOR	San Antonio Intnl Arpt.
AL 304 ILS	Omaha Airport	AL 665 VOR	Merced Airport
AL 330 ILS	Portland Intnl Arpt.	AL 754 VCR	Honolulu Intnl Airport
AL 357 ILS	McClellan AFB	OP 608	Hulman Field

RF/VOR 7
RF-Terminal Area - Boston, Pittsburgh, Tulsa
RF-VOR Terminal Area - San Antonio, Tulsa
RF Chart Legend

NEW CHARTS

AL 209 RNG-2	Jacksonville, Fla.	NAS Jacksonville
AL 544 VOR	Omaha, Nebr.	Offutt AFB

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective May 31, 1956:

Section 610.18 Green Civil Airway 8
is amended by adding:

FROM	TO	MEA
Anchorage (Merrill), Alaska LFR	*Willow INT, Alaska	2500
*6400 - MCA Willow INT, E-bound		
Willow INT, Alaska	Wasilla INT, Alaska	7000
Wasilla INT, Alaska	Gulkana,Alaska LFR	10500
Gulkana,Alaska LFR	Northway,Alaska LFR	10500

Section 610.101 Amber Civil Airway 1
is amended to read in part:

FROM	TO	MEA
Yakutat,Alaska LFR	Cape Suckling INT, Alaska	1500
Cape Suckling INT, Alaska	East Cordova INT, Alaska	5000
East Cordova INT, Alaska	*Hinchinbrook, Alaska LFR	2000
*3000 - MCA Hinchinbrook LFR,W-bound		

Section 610.209 Red Civil Airway 9
is amended to read in part:

FROM	TO	MEA
*San Diego,Calif. LFR	**El Centro,Calif. LFR	8000
*3000 - MCA San Diego LFR, E-bound		
**4000 - MCA El Centro LFR, W-bound		
Barrett Lake, Calif. FM	Jamul,Calif.LF/RBN W-bound only	6000
Jamul,Calif. LF/RBN	San Diego,Calif.LFR W-bound only	4500

Section 610.211 Red Civil Airway 11
is amended to read in part:

FROM	TO	MEA
Claremore INT, Okla.	Springfield,Mo.LFR	2500

Section 610.218 Red Civil Airway 18
is amended to read in part:

FROM	TO	MEA
Charleston,W.Va. LFR	Elkins,W.Va. LFR	5700
Flat Woods INT, W. Va.	Charleston,W.Va.LFR W-bound only	3700

Section 610.224 Red Civil Airway 24
is amended to read in part:

FROM	TO	MEA
Bessie INT,Okla.	Oklahoma City, Okla. LFR	2900

Section 610.230 Red Civil Airway 30
is amended to read in part:

FROM	TO	MEA
Tallahassee,Fla. LFR	Lee INT,Fla.	1500

Section 610.241 Red Civil Airway 41
is amended by adding:

FROM	TO	MEA
Gustavus,Alaska LFR	Sisters Island, Alaska LF/RBN	4500

Section 610.282 Red Civil Airway 82
is amended to delete:

FROM	TO	MEA
*Willow INT, Alaska	Wasilla INT,Alaska	7000
*6400 - MCA Willow INT, E-bound		

Section 610.296 Red Civil Airway 96
is amended to read in part:

FROM	TO	MEA
Arcola INT,Tex.	Houston,Tex.LFR	1500

Section 610.303 Red Civil Airway 103
is amended by adding:

FROM	TO	MEA
Anchorage (Merrill), Alaska LFR	Kenai,Alaska LFR	1500

Section 610.303 Red Civil Airway 103
is amended to read in part:

FROM	TO	MEA
Cleare INT, Alaska	Middleton Island, Alaska LFR	2000

Section 610.605 Blue Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Galveston,Tex.LFR	Houston,Tex. LFR	1700

Section 610.626 Blue Civil Airway 26
is amended to delete:

FROM	TO	MEA
*Nenana,Alaska LFR	Nenabank INT, Alaska	2600
*7000 - MCA Nenana LFR, S-bound		

Section 610.626 Blue Civil Airway 26
is amended by adding:

FROM	TO	MEA
*Nenana,Alaska LFR	Fairbanks,Alaska LFR	3900
*6000 - MCA Nenana LFR, S-bound		

Section 610.632 Blue Civil Airway 32
is amended to read:

FROM	TO	MEA
Anchorage,Alaska LFR	Susitna INT,Alaska	1500
Susitna INT, Alaska	Skwentna,Alaska LFR	4200
*Skwentna,Alaska LFR	Talkeetna,Alaska LF/RBN	5000
*4100 - MCA Skwentna LFR, NE-bound		

Section 610.639 Blue Civil Airway 39
is amended to read in part:

FROM	TO	MEA
Flat Woods INT, W.Va.	Morgantown,W.Va. LFR	4000

Section 610.643 Blue Civil Airway 43
is added to read:

FROM	TO	MEA
Nenana,Alaska LFR	Nenabank INT, Alaska	2600

Section 610.6002 VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Miles City,Mont. VOR	Dickinson,N.Dak. VOR	4500

Section 610.6003 VOR Civil Airway 3
is amended to delete:

FROM	TO	MEA
Lisbon INT,Va.	Parkton INT,Va.	*3000
*2500 - MOCA		
Parkton INT,Va.	West Chester,Pa. VOR	2000

Section 610.6003 VOR Civil Airway 3
is amended by adding:

FROM	TO	MEA
North INT,Md.	Hereford INT,Md.	*5000
*2000 - MOCA		
Hereford INT,Md.	Parkton INT,Md.	*3000
*1500 - MOCA		
Parkton INT,Md.	West Chester,Pa. VOR	2000

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Key West,Fla.VOR	Miami,Fla.VOR	*2500
*1300 - MOCA		
Jacksonville,Fla. VOR	*St.Marys INT,Ga.	1200
*4000 - MRA		
St.Marys INT,Ga.	Brunswick,Ga.VOR	1200

Section 610.6004 VOR Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Lexington,Ky.VOR	Morehead INT,Ky.	2600
Morehead INT,Ky.	Wayne INT,W.Va.	*4000
*2500 - MOCA		

Section 610.6005 VOR Civil Airway 5
is amended by adding:

FROM	TO	MEA
Atlanta,Ga.VOR Via W alter.	Chattanooga,Tenn.VOR Via W alter.	*4000
*3500 - MOCA		

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*McDonough INT, Ga.	**3000
*2700 - MRA		
**2100 - MOCA		
McDonough INT,Ga.	Kennesaw INT,Ga.	*8000
*3000 - MOCA		
Kennesaw INT,Ga.	Chattanooga,Tenn. VOR	*4000
*3500 - MOCA		

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
Lakeland,Fla.VOR	Katy INT,Fla.	1300
Katy INT,Fla.	Dade City INT,Fla.	*1500
*1200 - MOCA		
Dade City INT, Fla.	Cross City,Fla. VOR	*2000
*1300 - MOCA		

VOR Civil Airway 7 - cont'd.

FROM	TO	MEA
Terre Haute,Ind. VOR	Lafayette,Ind.VOR	2000
Via W alter.	Via W alter.	2000
Lafayette,Ind. VOR	Chicago Hgts.,Ill. VOR	2000
Via E alter.	Via E alter.	2000

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Martinsburg,W.Va. VOR	Dawsonville INT, Va.	3000
Dawsonville INT, Va.	Washington,D.C. TVOR	2000

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Litchfield,Mich. VOR	Milan INT,Mich.	2300
Milan INT,Mich.	Carleton,Mich.VOR	2000
Carleton,Mich.VOR	Pelee INT,Ont. Canada	#2000
#For that airspace over U.S.Territory		
Pelee INT,Ont. Canada	*Gill INT, U.S.	**#6000
*6000 - MRA		
**2000 - MOCA		
#For that airspace over U.S. Territory		
Gill INT,U.S.	Youngstown,Ohio VOR	*#9000
*2500 - MOCA		
#For that airspace over U.S. Territory		
Gill INT,U.S.	Perry,Ohio LF/RBN	*#6000
*2500 - MOCA		
#Utilizing Perry LF/RBN		
Perry,Ohio LF/RBN	Youngstown,Ohio VOR	#2500
#Utilizing Perry LF/RBN		

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
Daggett,Calif.VOR Via N alter.	Needles,Calif.VOR Via N alter.	8500
West Chester,Pa. VOR	New Boothwyn INT, Pa.	1600

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
Johnstown,Pa.VOR	*Burnt Cabins INT,Pa.	
Via S alter.	Via S alter.	4500
*6000 - MRA		
Burnt Cabins INT, Pa. Via S alter.	Harrisburg,Pa.VOR Via S alter.	4000
Harrisburg,Pa. VOR	*Gap INT,Pa.	2000
*2500 - MRA		
Gap INT,Pa.	West Chester,Pa. VOR	2000

Section 610.6013 VOR civil airway 13
is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR	Humble INT,Tex.	1600
(Deletes MRA at Humble INT)		

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Hobart,Okla.VOR	Oklahoma City, Okla. VOR	3100
Caprock INT, N. Mex.	*Whiteface INT, Tex.	**7000

*7500 - MRA
**5800 - MOCA

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
Galveston,Tex. VOR	Houston,Tex.VOR	1700
Waco,Tex. VOR	*Ennis INT,Tex.	
Via E alter.	Via E alter.	**2400

*2400 - MRA
**2000 - MOCA

Ennis INT,Tex.	Dallas,Tex.VOR	
Via E alter.	Via E alter.	2000

Section 610.6019 VOR Civil Airway 19
is amended to delete:

FROM	TO	MEA
Denver,Colo.VOR	Cheyenne,Wyo.VOR	7500
Denver,Colo.VOR	*Gill INT,Colo	
Via E alter.	Via E alter.	7500

*14000 - MRA

Gill INT,Colo.	Hereford INT,Wyo.	
Via E alter.	Via E alter.	7500
Hereford INT,Wyo.	Cheyenne,Wyo.VOR	
Via E alter.	Via E alter.	7300

Section 610.6019 VOR Civil Airway 19
is amended to read in part:

FROM	TO	MEA
Raton,N.Mex.VOR	*Earl INT,Colo.	11000

*9000 - MRA

Earl INT,Colo.	Pueblo,Colo.VOR	
	N-bound	7500
	S-bound	11000

Section 610.6019 VOR Civil Airway 19
is amended by adding:

FROM	TO	MEA
Pueblo,Colo.VOR	Kiowa,Colo.VOR	8500
Kiowa,Colo.VOR	Roggen INT,Colo.	7800
Roggen INT,Colo.	Cheyenne,Wyo.VOR	7800

Section 610.6020 VOR Civil Airway 20
is amended to read in part:

FROM	TO	MEA
Palacios,Tex.VOR	Arcola INT,Tex.	1600
Arcola INT,Tex.	Houston,Tex.VOR	2100
Montgomery,Ala. VOR	LaGrange,Ga.VOR	2000

Section 610.6020 VOR Civil Airway 20
is amended by adding:

FROM	TO	MEA
Mobile,Ala.VOR	Evergreen,Ala.VOR	
Via N alter.	Via N alter.	*2700

*1500 - MOCA

Section 610.6021 VOR Civil Airway 21
is amended to read in part:

FROM	TO	MEA
Delta,Utah VOR	Utah Lake,Utah VOR	11000
Utah Lake,Utah VOR	*Salt Lake City, Utah VOR	11000

*10000 - MCA Salt Lake City VOR,S-bound

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
Greenville INT, Fla.	*Genoa INT,Fla.	**3000

*3000 - MRA
**1500 - MOCA

Genoa INT,Fla.	*Taylor INT,Fla.	**2500

*3000 - MRA
**1300 - MOCA

Taylor INT,Fla.	Jacksonville,Fla. VOR	*2500

*1300 - MOCA

Section 610.6025 VOR Civil Airway 25
is amended to read in part:

FROM	TO	MEA
Point Reyes, Calif.VOR	*Geyserville INT, Calif.	8500

*8500 - MRA

*Geyserville INT, Calif.	Lakeport INT, Calif.	**13500

*13500 - MCA Geyserville INT,N-bound
8500 - MCA Geyserville INT,S-bound
**7000 - MOCA

Section 610.6026 VOR Civil Airway 26
is amended to read in part:

FROM	TO	MEA
Salem,Mich.VOR	Park INT,Mich.	2000
Park INT,Mich.	McGregor INT,Mich	2300
McGregor INT, Mich.	Pelee INT,Ont. Canada	*#2500

*2000 - MOCA
#For that airspace over U.S. Territory

Pelee INT,Ont. Canada	Cleveland,Ohio VOR	2000

Section 610.6029 VOR Civil Airway 29
is amended to read in part:

FROM	TO	MEA
Dover,Del.VOR	Woodstown,N.J.VOR	1500
Woodstown,N.J. VOR	West Chester,Pa. VOR	1800

Section 610.6030 VOR Civil Airway 30
is amended to read in part:

FROM	TO	MEA
Milwaukee,Wis. VOR	Sun Fish INT, (Lake Mich.)	2300

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
Tampa,Fla.VOR	*Crystal INT,Fla.	**1500

*2000 - MRA
**1200 - MOCA

Crystal INT,Fla.	*Shrimp INT,Fla.	**1500

*6000 - MRA
**1200 - MOCA

Section 610.6036 VOR Civil Airway 36
is amended by adding:

FROM	TO	MEA
Buffalo,N.Y.VOR	Angelica INT,N.Y.	
Via S alter.	Via S alter.	*4500

*4000 - MOCA

Angelica INT,N.Y.	Elmira,N.Y.VOR	
Via S alter.	Via S alter.	4000

Section 610.6038 VOR Civil Airway 38
is amended to delete:

FROM	TO	MEA
Findlay,Ohio VOR	Columbus,Ohio VOR	
Via S alter.	Via S alter.	2500

Section 610.6039 VOR Civil Airway 39
is amended by adding:

FROM	TO	MEA
Herndon,Va.VOR	Lisbon INT,Md.	2500
Lisbon INT,Md.	Hereford INT,Md.	*3000

*2500 - MOCA

Section 610.6042 VOR Civil Airway 42
is amended to read in part:

FROM	TO	MEA
Lansing,Mich.VOR	Flint INT,Mich.	2400
Flint INT,Mich.	Windsor,Ont. Canada VOR	#2700

#For that airspace over U.S. Territory

Windsor,Ont. Canada VOR	Cleveland,Ohio VOR	2000
Martinsburg,W.Va. VOR	Dawsonville INT, Va.	3000
Dawsonville INT, Va.	Washington,D.C. TVOR	2000

Section 610.6045 VOR Civil Airway 45
is amended by adding:

FROM	TO	*MEA
Tipton INT,Mich.	Lansing,Mich.VOR	2300

Section 610.6045 VOR Civil Airway 45
is amended to delete:

FROM	TO	MEA
Waterville,Ohio VOR	*Lenrietta INT, Mich.	2300
*Henrietta INT, Mich.	Lansing,Mich.VOR	2300

*3000 - MRA

Section 610.6047 VOR Civil Airway 47
is amended to read in part:

FROM	TO	MEA
Waterville,Ohio VOR	Milan INT,Mich.	2300
Milan INT,Mich.	Detroit,Mich. ILS loc. (Willow Run Arpt.)	2300
Detroit,Mich. ILS loc. (Willow Run Arpt)	Windsor,Ont. Canada VOR	#2300

#For that airspace over U.S. Territory

Section 610.6050 VOR Civil Airway 50
is amended to read in part:

FROM	TO	MEA
Springfield,Ill.	*Mt.Zion INT,Ill.	2300

*4000 - MRA

Mt.Zion INT,Ill.	*Arcola INT,Ill.	2300

*3000 - MRA

Arcola INT,Ill.	Terre Haute,Ind. VOR	2300

Section 610.6051 VOR Civil Airway 51
is amended to delete:

FROM	TO	MEA
Lafayette,Ind.VOR	Newland INT,Ind.	
Via E alter.	Via E alter.	2300
Newland INT,Ind.	Chicago Hgts.,Ill.VOR	
Via E alter.	Via E alter.	2000

Section 610.6061 VOR Civil Airway 61
is amended by adding:

FROM	TO	MEA
Atlanta,Ga.VOR	Chattanooga,Tenn.VOR	
Via W alter.	Via W alter.	*4000

*3500 - MOCA

Chattanooga,Tenn. VOR	Georgetown INT,Tenn.	
Via E alter.	Via E alter.	3000
Georgetown INT, Tenn.	Crossville,Tenn. VOR	
Via E alter.	Via E alter.	5000

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*McDonough INT, Ga.	**3000

*2700 - MRA
**2100 - MOCA

McDonough INT,Ga.	Kennesaw INT,Ga.	*8000

*3000 - MOCA

Kennesaw INT,Ga.	Chattanooga,Tenn. VOR	*4000

*3500 - MOCA

Section 610.6053 VOR Civil Airway 53
is amended to delete:

FROM	TO	MEA
Louisville,Ky. VOR	*Martinsburg INT, Ind.	
Via W alter.	Via W alter.	**3000

*3600 - MRA
**2600 - MOCA

Martinsburg INT, Ind.	*Mitchell INT,Ind.	
Via W alter.	Via W alter.	**3000

*3000 - MRA
**2600 - MOCA

Mitchell INT,Ind.	Sanders INT, Ind.	
Via W alter.	Via W alter.	*3000

*2600 - MOCA

Sanders INT,Ind.	*Paragon INT,Ind.	
Via W alter.	Via W alter.	2500

*3000 - MRA

Paragon INT,Ind.	Indianapolis,Ind.VOR	
Via W alter.	Via W alter.	2200

Section 610.6053 VOR Civil Airway 53
is amended to read in part:

FROM	TO	MEA
Indianapolis,Ind. VOR	Lafayette,Ind.VOR	2300
Lafayette,Ind.VOR	Peotone,Ill.VOR	2000
Indianapolis,Ind. VOR	Lafayette,Ind.VOR	
Via W alter.	Via W alter.	2100

Section 610.6056 VOR Civil Airway 56
is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR	*Hamilton INT,Ga.	1800

*2400 - MRA

Section 610.6057 VOR Civil Airway 57
is amended to delete:

FROM	TO	MEA
Scotland,Ind.VOR	Lafayette,Ind.VOR	2000
Lafayette,Ind.VOR	Shelby INT,Ind.	2300
Shelby INT,Ind.	Chicago Hgts.Ill. VOR	2000

Section 610.6060 VOR Civil Airway 60
is amended to read in part:

FROM	TO	MEA
Conchas Dam INT, N. Mex.	Tucumcari,N.Mex. VOR	7500

Section 610.6072 VOR Civil Airway 72
is amended to read in part:

FROM	TO	MEA
Vandalia,Ill.VOR *3000 - MRA **2200 - MOCA	*Arcola INT,Ill.	**3000
Arcola INT,Ill. *2200 - MOCA	State Line INT, Ind.	*3100
State Line INT, Ind.	Lafayette,Ind.VOR	2000
Lafayette,Ind.VOR	Radnor INT,Ind.	2300
Radnor INT,Ind.	Kokomo INT,Ind.	2200

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR	Galveston,Tex.VOR	1700

Section 610.6088 VOR Civil Airway 88
is amended to delete:

FROM	TO	MEA
Dayton,Ohio VOR Via N alter.	Mansfield,Ohio VOR Via N alter.	2500

Section 610.6089 VOR Civil Airway 89
is amended by adding:

FROM	TO	MEA
Denver,Colo.VOR	Cheyenne,Wyo.VOR	7500
Denver,Colo.VOR Via E alter. *14000 - MRA	*Gill INT,Colo. Via E alter.	7500
Gill INT,Colo. Via E alter.	Hereford INT,Wyo. Via E alter.	7500
Hereford INT,Wyo. Via E alter.	Cheyenne,Wyo.VOR Via E alter.	7300

Section 610.6090 VOR Civil Airway 90
is added to read:

FROM	TO	MEA
Litchfield,Mich. VOR	Windsor,Ont. Canada VOR	2300

Section 610.6096 VOR Civil Airway 96
is amended to delete:

FROM	TO	MEA
Waterville,Ohio VOR	Rockwood INT,Mich.	2300
Rockwood INT, Mich. *3700 - MRA **2300 - MOCA	*Belle INT,Mich	**3700

Section 610.6096 VOR Civil Airway 96
is amended to read in part:

FROM	TO	MEA
Lafayette,Ind.VOR	Radnor INT,Ind.	2300
Radnor INT,Ind.	Ft.Wayne,Ind.VOR	2200

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Tampa,Fla.VOR *2000 - MRA **1200 - MOCA	*Crystal INT,Fla.	**1500

VOR Civil Airway 97 - cont'd.

FROM	TO	MEA
Crystal INT,Fla. *6000 - MRA **1000 - MOCA	*Shrimp INT,Fla.	**1500
Shrimp INT,Fla. *1000 - MOCA	Scallop INT,Fla.	*4000
Scallop INT,Fla. *1000 - MOCA	Lobster INT,Fla.	*6000
Tampa,Fla.VOR Via E alter. *2000 - MRA **1200 - MOCA	*Crystal INT,Fla. Via E alter.	**1500
Crystal INT,Fla. Via E alter. *6000 - MRA **1000 - MOCA	*Shrimp INT,Fla. Via E alter.	**1500
Indianapolis,Ind. VOR	Radnor INT,Ind.	2100
Radnor INT,Ind. *2000 - MOCA	Newland INT,Ind.	*3700
Newland INT,Ind.	Chicago Hgts.,Ill. VOR	2000

Section 610.6105 VOR Civil Airway 105
is amended to read in part:

FROM	TO	MEA
Phoenix,Ariz.VOR	Knob INT,Ariz. N-bound	8000
	S-bound	6500
Knob INT,Ariz.	Ranch INT,Ariz.	8000
Ranch INT,Ariz.	Prescott,Ariz.VOR	9000

Section 610.6116 VOR Civil Airway 116
is amended to read in part:

FROM	TO	MEA
Salem,Mich.VOR	Midcraft INT,Mich.	2000
Midcraft INT, Mich.	Windsor,Ont. Canada VOR	#2300
#For that airspace over U.S. Territory		
Windsor,Ont. Canada VOR	Tilbury INT,Ont. Canada	#2000
#For that airspace over U.S. Territory		
Tilbury INT,Ont. Canada	Blue Pike INT,Pa.	2000
Blue Pike INT,Pa.	Erie,Pa. VOR	2300

Section 610.6128 VOR Civil Airway 128
is amended to read in part:

FROM	TO	MEA
Peotone,Ill.VOR	Lafayette,Ind.VOR	2000
Lafayette,Ind.VOR	Horton INT,Ind.	2300
Horton INT,Ind. *4000 - MRA **2300 - MOCA	*Maxwell INT,Ind.	**4000
Maxwell INT,Ind. *2300 - MOCA	Rushville INT,Ind.	*4000
Rushville INT, Ind.	Cincinnati,Ohio VOR	2300

Section 610.6130 VOR Civil Airway 130
is amended by adding:

FROM	TO	MEA
Brainard INT,N.Y.	Albany,N.Y.VOR NW-bound only	3000

Section 610.6134 VOR Civil Airway 134
is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR *2400 - MRA	*Hamilton INT,Ga.	1800
Hamilton INT,Ga.	Atlanta,Ga. VOR	2400

Section 610.6140 VOR Civil Airway 140
is amended to read in part:

FROM	TO	MEA
Baltimore,Md.VOR	Bainbridge INT,Md.	2000
Bainbridge INT, Md.	Woodstown,N.J.VOR	1600
Woodstown,N.J.VOR	Coyle,N.J.VOR	1500
Coyle,N.J.VOR	Colts Neck,N.J.VOR	1500

Section 610.6142 VOR Civil Airway 142
is amended by adding:

FROM	TO	MEA
Erie,Pa.VOR	Buffalo,N.Y.VOR	4000

Section 610.6152 VOR Civil Airway 152
is amended to read in part:

FROM	TO	MEA
Tampa,Fla.VOR	Katy INT,Fla.	1300
Katy INT,Fla.	Orlando,Fla.VOR	1700

Section 610.6154 VOR Civil Airway 154
is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR *2400 - MRA	*Hamilton INT,Ga.	1800

Section 610.6159 VOR Civil Airway 159
is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR *4000 - MRA **1700 - MOCA	*Ocala INT,Fla.	**2500
Ocala INT,Fla. *1200 - MOCA	Cross City,Fla. VOR	*2000
Cross City,Fla. VOR *2500 - MRA **1200 - MOCA	*Perry INT,Fla.	**2000
Perry INT,Fla. *1500 - MOCA	Greenville INT, Fla.	*3500
Greenville INT, Fla. *3000 - MRA **1500 - MOCA	*Quitman INT,Ga.	**3500
Quitman INT,Ga. *1500 - MOCA	Albany,Ga.VOR	*5000

Section 610.6166 VOR Civil Airway 166
is amended by adding:

FROM	TO	MEA
Boothwyn INT,Pa.	Philadelphia,Pa. ILS loc.	1800
Philadelphia,Pa. ILS loc.	Mt.Holly INT,N.J.	1800
Mt.Holly INT,N.J.	Colts Neck,N.J.VOR	1500

Section 610.6170 VOR Civil Airway 170
is amended by adding:

FROM	TO	MEA
Erie,Pa.VOR Via N alter.	Bradford,Pa.VOR Via N alter.	4000

Section 610.6185 VOR Civil Airway 185
is amended to read in part:

FROM	TO	MEA
Augusta,Ga.VOR Via W alter.	Honea INT,Ga. Via W alter.	2000
Honea INT,Ga. Via W alter.	Greenville,S.C. ILS loc. Via W alter.	4000
Greenville,S.C. ILS loc. Via W alter.	Tigerville INT,S.C. Via W alter.	4000
Tigerville INT, S.C. Via W alter.	Asheville,N.C.VOR Via W alter.	6000

Section 610.6191 VOR Civil Airway 191
is amended to read in part:

FROM	TO	MEA
Troy,Ill.VOR *4000 - MRA **2300 - MOCA	*Mt.Zion INT,Ill.	**4000
Mt.Zion INT,Ill. *2200 - MOCA	Roberts,Ill.VOR	*4000

Section 610.6198 VOR Civil Airway 198
is amended to read in part:

FROM	TO	MEA
Eagle Lake,Tex. VOR	Arcola INT,Tex.	1600
Arcola INT,Tex.	Galveston,Tex.VOR	2200

Section 610.6221 VOR Civil Airway 221
is amended to read:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Litchfield,Mich. VOR	2700
Litchfield,Mich. VOR	Jackson INT,Mich.	2300
Jackson INT,Mich.	Salem,Mich.VOR	2400
Salem,Mich.VOR	Belle INT,Mich.	2700

Section 610.6227 VOR Civil Airway 227
is added to read:

FROM	TO	MEA
Louisville,Ky. VOR *3600 - MRA **2600 - MOCA	*Martinsburg INT, Ind.	**3000
Martinsburg INT, Ind. *3000 - MRA **2600 - MOCA	*Mitchell INT,Ind.	**3000
Mitchell INT,Ind. *2600 - MOCA	Sanders INT,Ind.	*3000
Sanders INT,Ind. *3000 - MRA	*Paragon INT,Ind.	2500
Paragon INT,Ind.	Indianapolis,Ind. VOR	2200

Section 610.6235 VOR Civil Airway 235
is added to read:

FROM	TO	MEA
*Utah Lake,Utah VOR *12500 - MCA Utah Lake VOR, NE-bound	Ft. Bridger,Wyo. VOR	14000

Section 610.6236 VOR Civil Airway 236
is added to read:

FROM	TO	MEA
Bonneville,Utah VOR	Cedar Mountain INT, Utah	11000
Cedar Mountain INT, Utah	Ogden,Utah VOR NE-bound	11000
	SW-bound	9000

Section 610.6237 VOR Civil Airway 237
is added to read:

FROM	TO	MEA
Needles,Calif. VOR *15000 - MRA	*Mead INT,Nev.	9000
*Mead INT,Nev. *7000 - MCA Mead INT, N-bound	Mormon Mesa,Nev. VOR	7000

Section 610.6238 VOR Civil Airway 238
is added to read:

FROM	TO	MEA
Boothwyn INT,Pa.	Woodstown,N.J.VOR	1800
Woodstown,N.J.VOR	Atlantic City INT, N.J.	1500

Section 610.6239 VOR Civil Airway 239
is added to read:

FROM	TO	MEA
*Wildwood INT, N.J. *2000 - MRA	Woodstown,N.J.VOR	1500
Woodstown,N.J.VOR	Boothwyn INT,Pa	1800

(See pages 10 thru 12 for Amendment #1, effective May 31, 1956)

§610.11 GREEN CIVIL AIRWAY 1

FROM	TO	MEA
Megantic, Que. LFR	Kokadjo INT, Me.	5000
Kokadjo INT, Me.	Millinocket, Me. LFR	5000
Millinocket, Me. LFR	Orient INT, Me.	2100

§610.12 GREEN CIVIL AIRWAY 2

FROM	TO	MEA
*Seattle, Wash. LFR	Ellensburg, Wash. LFR	8000
*4000 - MCA Seattle LFR, E-bound		
Ellenburg, Wash. LFR	Ephrata, Wash. LFR	7000
Trinidad INT, Wash.	Ephrata, Wash. LFR, E-bound	4000
Ephrata, Wash. LFR	Spokane, Wash. LFR	5000
Harrington, Wash. FM	Ephrata, Wash. LFR, W-bound only	4000
Rockford, Wash. FM	Spokane, Wash. LFR, W-bound only	6000
*Spokane, Wash. LFR	Mullan Pass, Mont. LFR	9000
*6200 - MCA Spokane, LFR, E-bound		
Mullan Pass, Mont, LFR	Missoula, Mont. LFR	9000
Missoula, Mont. LFR	Drummond, Mont. LFR	9000
Drummond, Mont. LFR	Helena, Mont. LFR	9000
Helena, Mont. LFR	Bozeman, Mont. LFR	9000
Bozeman, Mont. LFR	*Livingston, Mont. LFR	10000
*9300 - MCA Livingston LFR, W-bound		
Livingston, Mont. LFR	Billings, Mont. LFR	9000
Billings, Mont. LFR	Miles City, Mont. LFR	5000
Miles City, Mont. LFR	Dickinson, N.Dak. LFR	4500
Dickinson, N.Dak. LFR	Bismarck, N.Dak. LFR	3800
Bismarck, N.Dak. LFR	Jamestown, N.Dak. LFR	3400
Jamestown, N.Dak. LFR	Fargo, N.Dak. LFR	2700
Fargo, N.Dak. LFR	Alexandria, Minn. LFR	2800
Alexandria, Minn. LFR	Minneapolis, Minn. LFR	2600
Hamel, Minn. FM	Minneapolis, Minn. LFR SE-bound only	2500
Minneapolis, Minn. LFR	Red Wing INT, Minn.	2400
Red Wing INT, Minn.	LaCrosse, Wis. LFR	2600
La Crosse, Wis. LFR	Lone Rock INT, Wis.	2600
LoneRock INT, Wis. LFR	Madison, Wis.	2500
Madison, Wis. LFR	Genesee, Wis. FM	2500
Genesee, Wis. FM	Milwaukee, Wis. LFR E-bound	2200
Milwaukee, Wis. LFR	Genesee, Wis. FM W-bound	2500

§610.12 GREEN CIVIL AIRWAY 2

FROM	TO	MEA
Milwaukee, Wis. LFR	Muskegon, Mich. LFR	2000
Muskegon, Mich. LFR	Grand Rapids, Mich. LFR	1900
Grand Rapids, Mich. LFR	Lansing, Mich. LFR	2200
Lansing, Mich. LFR	White Lake INT, Mich.	2900
White Lake INT, Mich.	Detroit, Mich. LFR	2300
Detrqit, Mich. LFR	Windsor, Can. LFR	2300
Clear Creek, Ont. LFR	Dunkirk, N.Y. LF/RBN	*2000
*For that airspace over U.S. Territory		
Dunkirk, N. Y. LF/RBN	Buffalo, N. Y. LFR	2000
Buffalo, N.Y. LFR	Rush INT, N.Y.	2100
E. Pembroke, N.Y. FM	Buffalo, N.Y. LFR W-bound only	1900
Rush INT, N.Y.	Rochester, N.Y. LFR	2000
Rochester, N. Y. LFR	Syracuse, N.Y. LFR	2000
Syracuse, N.Y. LFR	Albany, N.Y. LFR	3000
Steventown INT, N. Y.	Albany, N.Y. LFR NW-bound only	3000
Albany, N.Y. LFR	Westfield, Mass. LFR	4500
Westfield, Mass. LFR	Woodstock INT, Conn.	2500
*Woodstock INT, Conn.	North Scituate INT, R. I.	2000
*2400 - MCA Woodstock INT, W-bound		
North Scituate INT, R. I.	Boston, Mass. LFR	1810

§610.13 GREEN CIVIL AIRWAY 3

FROM	TO	MEA
Golden Gate INT, Calif.	San Francisco, Calif. LFR	3000
San Francisco, Calif. LFR	Oakland, Calif. LFR	3000
Oakland, Calif. LFR	Bay Point, Calif. FM	5000
Bay Point, Calif. FM	Rio INT, Calif. NE-bound	2000
Rio INT, Calif.	Sacramento, Calif. LFR NE-bound	2000
*Sacramento, Calif. LFR	**Auburn INT, Calif. NE-bound	7000
	SW-bound	3500
*3000 - MCA Sacramento LFR, NE-bound		
**7500 - MCA Auburn INT, NE-bound		
Auburn INT, Calif.	Donner Summit, Calif. LFR	11000
Donner Summit, Calif. LFR	*Reno, Nev. LFR	12000
*10500 - MCA Reno LFR, W-bound		
Blue Canyon, Calif. FM	Auburn INT, Calif. SW-bound only	7000
*Reno, Nev. LFR	Lovelock, Nev. LFR	10,000
*10,500 - MCA Reno LFR, W-bound		
Lovelock, Nev. LFR	Battle Mtn. Nev. LFR	12,000
Battle Mtn. Nev. LFR	Elko, Nev. LFR	11,000

GREEN CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Elko, Nev. LFR	Lucin, Utah LFR	12,000
Lucin, Utah LFR	*Promontory Pt., Utah LF/RBN	9000
*10000 - MCA Promontory Pt. LF/RBN, E-bound		
Promontory Pt., Utah LF/RBN	*Ogden, Utah LFR E-bound	11000
	W-bound	9000
*7500 - MCA Ogden LFR, W-bound		
*Ogden, Utah LFR	Ft. Bridger, Wyo. LFR	12,000
*11000 - MCA Ogden LFR, E-bound		
Ft. Dridger, Wyo. LFR	Rock Springs, Wyo. LFR	10,000
Rock Springs, Wyo. LFR	Sinclair, Wyo. LFR	10000
Sinclair, Wyo. LFR	Medicine Bow INT, Wyo.	11000
Medicine Bow INT, Wyo.	Two Rivers INT, Wyo.	11,000
Two Rivers INT, Wyo.	Sherman Hill INT, Wyo.	10,500
Sherman Hill INT, Wyo.	*Cheyenne Wyo. LFR	10,500
*8500 - MCA Cheyenne LFR, W-bound		
Cheyenne, Wyo. LFR	Egbert INT, Wyo.	7300
Egbert INT, Wyq.	Kimball INT, Nebr.	6600
Kimball INT, Nebr.	Chappell INT, Nebr.	5900
Chappell INT, Nebr.	North Platte, Nebr. LFR	5100
North Platte, Nebr. LFR	Grand Island, Nebr. LFR	4100
Grand Island, Nebr. LFR	Weston INT, Nebr.	3000
Weston INT, Nebr.	Omaha, Nebr. LFR	2700
Omaha, Nebr. LFR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Moline, Ill. LF/RBN	2200
Moline, Ill. LF/RBN	Harmon INT, Ill.	2300
Harmon INT, Ill.	Aurora INT, Ill.	2000
Aurora INT, Ill.	Wilhelmi INT, Ill.	2000
Wilhelmi INT, Ill.	*Monee INT, Ill.	2300
*2300 - MCA Monee INT, W-bound		
Monee INT, Ill.	INT 180 T from McCool, Ind. LF/RBN & W crs Goshen, Ind. LFR	2000
INT 180 T from McCool, Ind. LF/RBN & W crs Goshen, Ind. LFR	Goshen, Ind. LFR	2100
Goshen, Ind. LFR	Archbold INT, Ohio	2300
Archbold INT, Ohio	Toledo, Ohio LFR	2000
Toledo, Ohio LFR	Sandusky INT, Ohio	2000
Sandusky INT, Ohio	Cleveland, Ohio LFR	1900
Cleveland, Ohio LFR	Parkman INT, Ohio	3000
Brecksville, Ohio FM	Parkman INT, Ohio E-bound only	2500

GREEN CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Parkman INT, Ohio	Youngstown, Ohio LFR	2500
Youngstown, Ohio LFR	Mercer INT, Pa.	2800
Mercer INT, Pa.	Philipsburg, Pa. LFR	4000
Philipsburg, Pa. LFR	Selinsgrove, Pa. LF/RBN	4000
Selinsgrove, Pa. LF/RBN	Slatington INT, Pa.	3500
Slatington INT, Pa.	Allentown, Pa. LFR	3000
Allentown, Pa. LFR	*Belle Mead INT, N. J.	2500
*1700 - MCA Belle Mead INT, W-bound		
Belle Mead INT, N. J.	New Brunswick INT, N. J.	2000
New Brunswick INT, N.J.	Flatbush INT, N. Y.	1500
Flatbush INT, N. Y.	LaGuardia, N.Y. LFR	2500

§610.14 GREEN CIVIL AIRWAY 4

FROM	TO	MEA
Camarillo, Calif. LFR	Newhall, Calif. LFR NE-bound	8000
	SW-bound	6000
*Newhall, Calif.	**Palmdale, Calif.	9000
*7000 - MCA Newhall LFR, NE-bound		
**9000 - MCA Palmdale LFR, SW-bound		
Palmdale, Calif. LFR	Daggett, Calif. LFR	6000
Daggett, Calif. LFR	Needles, Calif. LFR	9000
Needles, Calif. LFR	Prescott, Ariz. LFR	10,000
Prescott, Ariz. LFR	Winslow, Ariz. LFR	10,000
Winslow, Ariz. LFR	Zuni, N.M. LFR	10,000
Zuni, N.M. LFR	Albuquerque, N.M. LFR	11,000
*Albuquerque, N. Mex. LFR	**Otto, N. Mex. LFR	11,000
*10,300 - MCA Albuquerque LFR, E-bound		
**9600 - MCA Otto LFR, W-bound		
Otto, N.M. LFR	Tapia INT, N.M.	9500
Tapia INT, N.M.	Cuervo INT, N.M.	9000
Cuervo INT, N. Mex.	*Tucumcari, N.Mex. LFR	7000
*6000 - Minimum crossing altitude at Tucumcari LFR, W-bound		
Tucumcari, N.M. LFR	Amarillo, Tex. LFR	5500
Amarillo, Tex. LFR	INT E crs of Amarillo & SW crs of Gage, Okla. LFR	4700
INT E crs of Amarillo & SW crs of Gage, Okla. LFR	Gage, Okla. LFR	4500
Gage, Okla. LFR	Danville INT, Kans.	3600
Danville INT, Kans.	Wichita, Kans. LFR	2800

§610.14 GREEN CIVIL AIRWAY 4

FROM	TO	MEA
Wichita, Kans. LFR	Cassoday INT, Kans.	2800
Cassoday INT, Kans.	Centropolis INT, Kans.	3000
Centropolis INT, Kans.	DeSoto INT, Kans.	2300
DeSoto INT, Kans.	Kansas City, Mo. LFR	2400
Kansas City, Mo. LFR	Liberty, Mo. LF/RBN	2200
Liberty, Mo. LF/RBN	Columbia, Mo. LFR	2200
Columbia, Mo. LFR	St.Peters INT,Mo.	2600
St.Peters INT,Mo.	St.Louis, Mo. LFR	1800
St. Louis, Mo. LFR	Wood River INT, Ill.	1800
Wood River INT, Ill.	Effingham, Ill. LFR	2000
Effingham, Ill. LFR	Terre Haute, Ind. LFR	2000
Terre Haute, Ind. LFR	Indianapolis, Ind. LFR	2000
Indianapolis, Ind. LFR	Greenfield INT, Ind.	2900
Greenfield INT, Ind.	N. Hampton INT, Ohio	2300
N. Hampton INT, Ohio	Columbus, Ohio LFR	2400
Columbus, Ohio LFR	Adamsville INT, Ohio	2400
Adamsville INT, Ohio	Wheeling, W. VA. LF/RBN	2600
Wheeling, W. VA. LF/RBN	Pittsburgh, Pa. LFR	2500
Pittsburgh, Pa. LFR	*New Alexandria, Pa. LF/RBN	3000
*4000 - MCA New Alexandria LF/RBN E-bound		
New Alexandria, Pa. LF/RBN	Altoona, Pa. LFR	4500
Altoona, Pa. LFR	New Kingston, Pa. FM	4000
New Kingston, Pa. FM	Harrisburg, Pa. LFR	2500
Harrisburg, Pa. LFR	Lancaster INT, PA.	2000
Lancaster INT, Pa.	Boothwyn INT, Pa.	2000
Boothwyn INT,Pa.	Philadelphia, Pa. LFR	1800

§610.15 GREEN CIVIL AIRWAY 5

FROM	TO	MEA
Los Angeles, Calif. LFR	LaHabra INT, Calif. E-bound	5000
LaHabra INT, Calif.	Los Angeles, Calif. LFR W-bound	3000
*LaHabra INT, Calif.	Riverside, Calif. LFR	5000
*5000 - MCA LaHabra INT, E-bound		
*Riverside, Calif. LFR	Palm Springs INT, Calif.	13000
*11000 - Minimum crossing altitude at Riverside LFR, E-bound		
Banning, Calif. FM	Riverside, Calif. LFR W-bound only	10000
*Palm Springs INT, Calif.	Blythe, Calif. LFR	8000
*13,000 - MCA Palm Springs INT, W-bound		

GREEN CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Blythe, Calif. LFR	White Tank INT, Ariz.	6000
White Tank INT, Ariz.	Phoenix, Ariz. LFR	5000
Phoenix, Ariz. LFR	Casa Grande INT, Ariz.	5000
Casa Grande INT, Ariz.	Tucson, Ariz. LFR	7000
*Tucson, Ariz. LFR	Cochise, Ariz. LFR	11,000
*8000 - MCA Tucson LFR, E-bound		
Cochise, Ariz. LFR	Columbus, N.M. LFR	12,000
Hilltop, Ariz. FM	Cochise, Ariz. LFR W-bound only	10,000
Hilltop, Ariz. FM	Columbus, N.M. LFR E-bound only	10,000
Columbus, N.M. LFR	El Paso, Tex. LFR	8500
El Paso, Tex. LFR	Salt Flat, Tex. LFR	8000
*Salt Flat, Tex. LFR	Wink, Tex. LFR	10,000
*8900 - MCA Salt Flat LFR, E-bound		
Guadaloupe Pass, Tex. FM	Wink, Tex. LFR E-bound only	8000
Wink, Tex. LFR	Midland INT, Tex.	4900
Midland INT, Tex.	Big Spring, Tex. LFR	4000
Big Spring, Tex. LFR	Colorado City INT, Tex.	4000
Colorado City INT Tex.	Abilene, Tex. LFR	3600
Abilene, Tex. LFR	Pala Pinto INT, Tex.	3000
Palo Pinto INT, Tex	Mineral Wells, Tex. LF/RBN	2400
Mineral Wells, Tex. LF/RBN	Ft. Worth, Tex. LFR	2300
Ft. Worth, Tex. LFR	Bedford INT, Tex.	1900
Bedford INT, Tex.	Farmers Branch INT, Tex.	2200
Farmers Branch INT, Tex.	Greenville INT, Tex.	1900
Greenville INT, Tex.	Sulphur Springs Tex. LF/RBN	1800
Sulphur Springs Tex. LF/RBN	Texarkana, Ark. LFR	1800
Texarkana, Ark. LFR	Pine Bluff, Ark. LF/RBN	1600
Pine Bluff, Ark. LF/RBN	Memphis, Tenn. LFR	1500
Memphis, Tenn. LFR	Jackson, Tenn. LFR	2000
Jackson,Tenn. LFR	Nashville,Tenn. LFR	3000
Nashville,Tenn. LFR	Lebanon INT,Tenn.	3000
Lebanon INT, Tenn.	Smithville, Tenn. LF/RBN	3500
Smithville,Tenn. LF/RBN	*Watts Bar INT, Tenn.	4500
*Watts Bar INT, Tenn.	Knoxville, Tenn. LFR	3000
*4500 - MCA Watts Bar INT, W-bound		
Knoxville,Tenn. LFR	Gray INT, Tenn.	5000
Gray INT,Tenn.	Tri-City,Tenn.LFR	4000

GREEN CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Tri-City,Tenn.LFR	Abingdon INT,Va.	4000
Abingdon INT,Va.	Pulaski,Va. LFR	7000
Pulaski, Va. LFR	Roanoke, Va. LFR	6000
Roanoke, Va. LFR	James River INT, Va.	6200
James River INT, Va.	Gordonsville, Va. LFR	6000
Gordonsville, Va. LFR	Quantico, Va. LFR	3000
Quantico, Va. LFR	Andrews, Md. LFR	1500
Andrews, Md. LFR	Hartly INT, Del.	1500
Hartly INT, Del.	Millville, N.J. LFR	1500
Millville, N.J. LFR	Ambrose INT, N.J.	1500
Ambrose INT, N.J.	Mitchel AFB N.Y. LFR	1500
Mitchel AFB N.Y. LFR	St. James INT, N.Y.	1500
St. James INT, N.Y.	Salem INT, Conn.	1800
Salem INT, Conn.	Moosup INT, Conn.	1800
Moosup INT, Conn.	N Scituate INT, R.I.	1700

§610.16 GREEN CIVIL AIRWAY 6

FROM	TO	MEA
Laredo, Tex. LFR	San Diego, Tex. LF/RBN	1900
San Diego, Tex. LF/RBN	Alice, Tex. LFR	1500
Alice, Tex. LFR	Corpus Christie, Tex. LFR	1600
Corpus Christie, Tex. LFR	Gregory INT,Tex.	1400
Gregory INT, Tex.	Palacios,Tex. LFR	1300
Palacios,Tex. LFR	Galveston, Tex. LFR	1200
Galveston, Tex. LFR	Port Arthur INT, Tex.	1400
Port Arthur INT, Tex.	Lake Charles, La. LFR	1500
Lake Charles, La. LFR	Lafayette, La. LF/RBN	1500
Lafayette, La. LF/RBN	New Orleans, La. LFR	1400
New Orleans, La. LFR	Horn INT, Miss.	1400
Horn INT, Miss.	Bay Minette, Ala. LF/RBN	1600
Bay Minette, Ala. LF/RBN	Maxwell AFB, Ala. LFR	1500
Maxwell AFB, Ala. LFR	Atlanta, Ga. LFR	2000
Atlanta, Ga. LFR	Spartanburg, S.C. LFR	2800
Spartanburg, S.C. LFR	Mooresville INT, N. C.	2800
Mooresville INT, N.C.	Greensboro,N.C. LFR	2400
Greensboro, N.C. LFR	South Boston INT, Va.	2300
South Boston INT, Va.	Blackstone, Va. LFR	2000
Blackstone, Va. LFR	Richmond, Va. LFR	1500
Richmond,Va. LFR	Norfold,Va. LFR	1500

§610.17 GREEN CIVIL AIRWAY 7

FROM	TO	MEA
Nome, Alaska LFR	Moses Point, Alaska LFR	5000
Moses Point,Alas. LFR	Koyuk INT, Alas.	4000
*Koyuk INT, Alas.	Galena, Alas. LFR	6000
*6000 MCA Koyuk INT, E-bound		
Galena, Alas. LFR	Galtan INT, Alas.	5800
Galtan INT, Alas.	Fairtan INT,Alas.	5000
Fairtan INT, Alas.	Fairbanks, Alas. LFR	3900

§610.18 GREEN CIVIL AIRWAY 8

FROM	TO	MEA
Cold Bay, Alas. LFR	King Salmon, Alas LFR	4000
King Salmon,Alas. LFR	Kukaklek INT, Alas.	4500
Kukaklek INT, Alas.	Bruin Bay INT Alas.	5900
Bruin Bay INT, Alas.	Anchor Point INT, Alas.	6000
Anchor Point INT, Alas.	Kenai, Alas. LFR	1400
Kenai, Alas. LFR	Delta Island INT, Alas.	1500
Delta Island INT, Alas.	Anchorage, Alas. LFR	1500

§610.19 GREEN CIVIL AIRWAY 9

FROM	TO	MEA
South Port Allen INT, TH	Makai INT, TH E-bound	2000
	W-bound	1000
Makai INT, TH	*Honolulu, TH LFR	2000
*6000 - MCA Honolulu LFR, E-bound		
Honolulu, TH LFR	30 miles NE Honolulu, TH LFR	6500
30 miles NE Honolulu, TH LFR	N Maui INT, TH	6000
N Maui INT, TH	N Hilo INT, TH	1000

§610.20 GREEN CIVIL AIRWAY 10

FROM	TO	MEA
U.S. Canadian Border	*Bellingham,Wash. LFR	1500
*2000 - MCA Bellingham LFR, S-bound		
Bellingham, Wash. LFR	Burlington INT, Wash.	4000
Burlington INT, Wash.	Everett, Wash.	3000
Everett, Wash. LFR	*Seattle, Wash. LFR	2500
*4000 - MCA Seattle LFR, E-bound		
Seattle, Wash. LFR	Ellensburg,Wash. LFR	8000
Ellensburg, Wash. LFR	INT NW Yakima & S Ellensburg, Wash. LFR	5500
INT NW Yakima & S Ellensburg, Wash. LFR	Yakima, Wash. LFR	4500
Yakima,Wash.LFR	*Pendleton,Ore.LFR	5000
*5100 - MCA Pendleton LFR, SE-bound		
Pendleton,Ore. LFR	Baker, Ore. LFR	10000

GREEN CIVIL AIRWAY 10 - cont'd.

FROM	TO	MEA
LaGrande, Oreg. FM	Pendleton, Oreg. LFR NW-bound only	7000
Baker, Oreg. LFR	Boise, Ida. LFR	9000
Payette, Ida. FM	Boise, Ida. LFR SE-bound	5500
Boise, Ida. LFR	*King Hill INT, Ida.	9000
*9000 - MCA King Hill INT, NW-bound		
King Hill INT, Ida.	Burley, Ida. LFR	7000
Mountain Home, Ida. FM	Boise, Ida. LFR NW-bound only	7600
*Burley, Ida. LFR	Malad City, Ida. LFR	11,000
*7000 - MCA Burley LFR, E-bound		
Malad City, Ida. LFR	Kemmerer INT, Wyo	12,000
Kemmerer INT, Wyo	Rock Springs, Wyo LFR	10,000
Rock Springs, Wyo. LFR	Sinclair, Wyo. LFR	10000
Sinclair, Wyo. LFR	Medicine Bow INT, Wyo.	11000
Medicine Bow INT Wyo.	Two Rivers INT, Wyo.	11,000
Two Rivers INT, Wyo.	*Laramie, Wyo. LFR	10,500
*10,500 - MCA Laramie LFR, SE-bound		
Laramie, Wyo. LFR	*Dacono INT, Colo	11,500
*10,500 - MCA Dacono INT, NW-bound		
Dacono INT, Colo.	Denver, Colo. LFR	7500

§610.101 AMBER CIVIL AIRWAY 1

FROM	TO	MEA
U.S. Mexican Border LFR	San Diego, Calif. LFR	2500
San Diego, Calif. LFR	Oceanside, Calif. LF/RBN N-bound	3000
	S-bound	2500
Oceanside, Calif. LF/RBN	Long Beach, Calif. LFR	4000
Long Beach, Calif. LFR	Los Angeles, Calif. LFR	1600
*Los Angeles, Calif. LFR	Burbank, Calif. LFR	4000
*3000 - MCA Los Angeles LFR, N-bound		
*Burbank Calif. LFR	Newhall, Calif. LFR	7000
*5000 - MCA Burbank LFR, N-bound		
*Newhall, Calif. LFR	Lebec, Calif. FM N-bound	10,000
*7000 - MCA Newhall LFR, N-bound		
Lebec, Calif. FM	Castaic, Calif FM	10,000
Castaic, Calif FM	Newhall, Calif. LFR S-bound	8000
Lebec, Calif. FM	Bakersfield, Calif. LFR N-bound	6000
*Bakersfield, Calif. LFR	Lebec, Calif. FM S-bound	10,000
*7000 - MCA Bakersfield LFR, S-bound		
Bakersfield, Calif. LFR	Fresno, Calif. LFR	3000
Famoso, Calif. FM	Fresno, Calif. LFR, NW-bound	2000
Fresno, Calif. LFR	Sacramento, Calif. LFR	2000

AMBER CIVIL AIRWAY 1 - cont'd.

FROM	TO	MEA
Sacramento, Calif LFR	Williams, Calif. LFR, SE-bound	3000
Williams, Calif. LFR	Red Bluff, Calif. LFR	3000
Red Bluff, Calif. LFR	Delta INT, Calif.	8000
Delta INT, Calif.	Redding, Calif. FM, S-bound only	7000
Redding, Calif. FM	Red Bluff, Calif. LFR, S-bound only	3000
Delta INT, Calif.	Ft. Jones, Calif. LFR	10,000
Ft. Jones, Calif. LFR	*Medford, Ore. LFR	10,000
*8000 - MCA Medford LFR, S-bound		
Ashland INT, Ore.	Medford, Ore. LFR, N-bound only	8000
Medford, Ore. LFR	Euguene, Ore. LFR	6500
Euguene, Ore. LFR	Portland, Ore LFR	3000
Portland, Ore LFR	Toledo, Wash. LFR	5000
Toledo, Wash. LFR	Tacoma, Wash. LFR	5000
Tacoma, Wash. LFR	Seattle, Wash LFR	3000
Seattle, Wash. LFR	Port Gamble INT Wash.	2000
*Port Gamble INT Wash.	**Dungeness INT Wash.	5000
*3000 - MCA Port Gamble INT, N-bound		
**4000 - MCA Dungeness INT, S-bound		
Dungeness INT, Wash.	Patricia Bay, B.C. LFR	*2500
*For that airspace over U.S. territory		
Dixon INT, B.C.	Sitka, Alaska LFR	5600
Sitka, Alaska LFR	Cape Spencer, INT, Alaska	5300
Cape Spencer, Alaska, LFR	Yakutat, Alaska LFR	1200
Yakutat, Alaska LFR	S.Yakataga INT, Alaska	1500
*Hinchinbrook, Alaska LFR	East Cordova INT, Alaska	2000
*3000 - MCA Hinchinbrook LFR, W-bound		
East Cordova INT Alaska	South Yakataga INT, Alaska	5000
Hinchinbrook, Alaska, LFR	*Whittier INT, Alaska	4800
*8600 - MCA Whittier INT, W-bound		
Whittier INT, Alaska	*Anchorage, Alaska, LFR	9000
*6700 - MCA Anchorage LFR, SE-bound		
Anchorage, Alaska LFR	Susitna INT, Alaska	1500
Susitna INT, Alaska	*Skwentna, Alaska, LFR	4200
*7000 - MCA Skwentna LFR, W-bound		
*Skwentna, Alaska LFR	Puntilla Lake, Alaska LF/RBN	9100
*7000 - MCA Skwentna LFR, W-bound		
Puntilla Lake, Alaska LF/RBN	*Farewell, Alaska LFR	9100
*8600 - MCA Farewell LFR, SE-bound		
Farewell, Alaska LFR	McGrath, Alaska LFR	4000
McGrath, Alaska LFR	Unalakleet, Alaska, LFR	6000
Unalakleet, Alaska, LFR	Nome, Alaska LFR	2800

§610.102 AMBER CIVIL AIRWAY 2

FROM	TO	MEA
San Pedro INT, Calif.	Long Beach, Calif. LFR	4000
Long Beach, Calif. LFR	*LaHabra INT, Calif.	3000
*10000 - MCA La Habra INT, NE-bound		
LaHabra INT, Calif.	Fairgrounds INT, Calif. NE-bound	12000
	SE-bound	4000
Fairgrounds INT, Calif.	Daggett, Calif. LFR	12000
Daggett, Calif. LFR	Las Vegas, Nev. LFR	9500
Las Vegas, Nev. LFR	Enterprise, Utah LFR	10000
Crystal, Nev. FM	Las Vegas, Nev. LFR SW-bound only	6500
Enterprise, Utah LFR	Delta, Utah LFR	11,000
Delta, Utah LFR	Fairfield, Utah LFR	11,000
Fairfield, Utah LFR	*Salt Lake City Utah, LFR	12,000
*10,000 - MCA Salt Lake City LFR, S-bound		
Riverton, Utah FM	Salt Lake City, Utah LFR N-bound only	11,000
Salt Lake City, Utah LFR	Ogden, Utah LFR	6500
*Ogden, Utah LFR	Malad City, Idaho LFR	11,000
*9000 - MCA Ogden LFR, N-bound		
Malad City, Ida. LFR	*Pocatello, Ida. LFR	11000
*8700 - MCA Pocatello LFR, S-bound		
Pocatello, Idaho LFR	Idaho Falls, Idaho LFR	7500
Idaho Falls, Idaho LFR	Dubois, Idaho LFR	7500
*Dubois, Idaho LFR	Dillon, Mont. LFR	11,500
*10,000 - MCA Dubois LFR, N-bound		
Dillon, Mont. LFR	*Whitehall, Mont. LFR	10500
*9300 - MCA Whitehall LFR, N-bound		
Whitehall, Mont. LFR	Helena, Mont. LFR	10,500
Helena, Mont. LFR	Craig INT, Mont.	9500
Craig INT, Mont.	*Great Falls, Mont. LFR	8500
*6,600 - MCA Great Falls LFR, SW-bound		
Great Falls, Mont. LFR	Cut Bank, Mont. LFR	6000
Cut Bank, Mont. LFR	Lethbridge, Can. LFR	6000
Snag, Y.T., Can. LFR	Northway, Alas. LFR	6400
Northway, Alas. LFR	Big Delta, Alas. LFR	8000
Big Delta, Alas. LFR	Chena INT, Alas.	5000
Chena INT, Alas.	Fairbanks, Alas. LFR	2400
Fairbanks, Alas. LFR	Beetles, Alas. LFR	5500
Beetles, Alas. LFR	*Umiat, Alas. LF/RBN	9800
*5000 - MCA Umiat LF/RBN, S-bound		
Umiat, Alas. LF/RBN	Point Barrow, Alaska LF/RBN	3000

§610.103 AMBER CIVIL AIRWAY 3

FROM	TO	MEA
Harrington Ranch INT, N. Mex.	Truth or Consequences, N. Mex. LFR	10,000
Truth or Consequences, New Mex. LFR	Belen, New Mex. LF/RBN	10,000
Belen, New Mex. LF/RBN	Albuquerque, New Mex. LFR	8000
Tapia INT, New Mex.	Las Vegas, New Mex. LFR	9600
Las Vegas, New Mex. LFR	*Trinidad, Colo. LFR	11,000
*11,000 - MCA Trinidad LFR, S-bound		
Trinidad, Colo. LFR	Pueblo, Colo. LFR	7500
Pueblo, Colo. LFR	Colorado Springs, Colo. LF/RBN S-bound	7000
	N-bound	8000
Colorado Springs, Colo. LF/RBN	Denver, Colo. LFR	8900
Denver, Colo. LFR	Cheyenne, Wyo. LFR	7500
Cheyenne, Wyo. LFR	Diamond INT, Wyo.	7500
Diamond INT, Wyo.	Casper, Wyo. LFR	7500
Casper, Wyo. LFR	Ucross INT, Wyo.	7500
Ucross INT, Wyo.	Sheridan, Wyo LFR	7000
Sheridan, Wyo. LFR	Billings, Mont. LFR	8000
Billings, Mont. LFR	Lavina, Mont. FM N-bound	8000
Lavina, Mont. FM	Billings, Mont. LFR S-bound	6000
Lavina, Mont. FM	Lewistown, Mont. LFR	8000
Lewistown, Mont. LFR	*Great Falls, Mont. LFR	9000
*6800 - MCA Great Falls LFR, E-bound		

§610.104 AMBER CIVIL AIRWAY 4

FROM	TO	MEA
Brownsville, Tex. LFR	Kingsville INT, Tex.	1300
Kingsville INT, Tex.	Alice, Tex. LFR	1400
Alice, Tex. LFR	Losoya INT, Tex.	1800
Losoya INT, Tex.	San Antonio, Tex. LFR	2200
San Antonio, Tex. LFR	Cibolo Creek INT Tex.	2400
Cibolo Creek INT, Tex.	Austin, Tex. LFR	2600
Austin, Tex. LFR	Belton INT, Tex.	2000
Belton INT, Tex.	Waco, Tex. LFR	2100
Waco, Tex. LFR	Clifton INT, Tex.	2000
Clifton INT, Tex.	Stadium INT, Tex.	2100
Stadium INT, Tex.	Ft. Worth, Tex. LFR	2200
Ft. Worth, Tex. LFR	Decatur INT, Tex.	2000
Decatur INT, Tex.	Saint Jo INT, Tex.	2400
Saint Jo INT, Tex.	Ringling INT, Okla.	2000

§610.104 AMBER CIVIL AIRWAY 4

FROM	TO	MEA
Ringling INT, Okla.	Oklahoma City, Okla. LFR	2500
Oklahoma City, Okla. LFR	Shawnee INT, Okla.	2700
Shawnee INT, Okla.	Tulsa, Okla. LFR	2400
Tulsa, Okla. LFR	Verdigris INT, Okla.	1900
Verdigris INT, Okla.	Claremore INT, Okla.	2000
Claremore INT, Okla.	Chanute, Kans. LFR	2200
Chanute, Kans. LFR	Baldwin City, INT, Kans.	2300
Kansas City, Mo. LFR	Glenwood INT, Nebr.	2500
Glenwood INT, Nebr.	Omaha, Nebr. LFR	2700
Omaha, Nebr. LFR	Sioux City, Iowa LFR	2500
Sioux City, Iowa LFR	Sioux Falls, S. Dak. LFR	3000
Sioux Falls, S. Dak. LFR	Huron, S. Dak. LFR	2800
Huron, S. Dak. LFR	Aberdeen, S. Dak. LFR	2500
Aberdeen, S. Dak. LFR	Bismarck, N. Dak. LFR	3500
Bismarck, N. Dak. LFR	Minot, N. Dak. LFR	3400

§610.105 AMBER CIVIL AIRWAY 5

FROM	TO	MEA
Grand Isle, La. LFR	New Orleans, La. LFR	1400
New Orleans, La. LFR	Jackson, Miss. LFR	2000
Jackson, Miss. LFR	Greenwood, Miss. LFR	1700
Greenwood, Miss. LFR	Nesbitt INT, Tenn.	1800
Nesbitt INT, Tenn.	Memphis, Tenn. LFR	1500
Nesbitt, Tenn FM	Memphis, Tenn. LFR, N-bound only	1500
Memphis, Tenn. LFR	Cuba INT, Tenn.	2300
Cuba INT, Tenn.	Advance, Mo. LFR	2000
Advance, Mo. LFR	Waterloo INT, Mo.	2000
Waterloo INT, Mo.	St. Louis, Mo. LFR	2200
St. Louis, Mo. LFR	Jerseyville INT, Ill.	2000
Jerseyville INT, Ill.	Springfield, Ill. LFR	1900
*Springfield, Ill. LFR	Pontiac INT, Ill.	2000
*2000 MCA Springfield LFR, NE-bound		
Pontiac INT, Ill.	Joliet, Ill. LFR	2000
Joliet, Ill. LFR	Downers Grove INT, Ill.	2300
Downers Grove INT, Ill.	Wilson INT, Ill.	2300
Wilson INT, Ill.	INT E crs Rockford, & S crs Milwaukee, Wis. LFR	2500
INT E crs Rockford & S crs Milwaukee, Wis. LFR	Milwaukee, Wis. LFR	2100

§610.106 AMBER CIVIL AIRWAY 6

FROM	TO	MEA
Jacksonville, Fla. LFR	Alma, Ga. LFR	1600
Alma, Ga. LFR	Macon, Ga. LFR	1600
Macon, Ga. LFR	Atlanta, Ga. LFR	2200
Atlanta, Ga. LFR	Smyrna INT, Ga.	3000
Smyrna INT, Ga.	Cartersville INT Ga.	3000
Cartersville INT Ga.	Chattanooga, Tenn. LFR	4000
Chattanooga, Tenn. LFR	Nashville, Tenn. LFR	4000
Nashville, Tenn. LFR	Green Brier INT, Tenn.	3000
Green Brier INT, Tenn.	Bowling Green, Ky. LFR	2000
Bowling Green, Ky. LFR	Louisville, Ky. LFR	2200
Louisville, Ky. LFR	Union, Ky. FM	2400
Union, Ky. FM	Cincinnati, Ohio LFR	2400
Cincinnati, Ohio LFR	W. Jefferson INT Ohio	2200
Columbus, Ohio LFR	A Beam Mansfield, Ohio LF/RBN	2500
A Beam Mansfield Ohio LFR	Brighton INT, Ohio	2500
Brighton INT, Ohio	Elyria, Ohio LF/RBN	2200
Parkman INT, Ohio	Perry, Ohio LF/RBN	2500
Perry, Ohio LF/RBN	Clear Creek, Ont. LFR	2000

§610.107 AMBER CIVIL AIRWAY 7

FROM	TO	MEA
Key West, Fla. LFR	Miami, Fla. LFR	1400
Miami, Fla. LFR	Bayshore INT, Fla.	1400
Bayshore INT, Fla.	W. Palm Beach, Fla. LFR	1500
W. Palm Beach, Fla. LFR	Melbourne, Fla. LFR	1300
Melbourne, Fla. LFR	Daytona Beach, Fla. LFR	1300
Daytona Beach, Fla. LFR	Jacksonville, Fla. LFR	1300
Jacksonville, Fla. LFR	Savannah, Ga. LFR	1300
Savannah, Ga. LFR	Charleston, S. C. LFR	1500
Charleston, S. C. LFR	Florence, S. C. LFR	1300
Florence, S. C. LFR	Lumberton INT, N. C.	1400
Lumberton INT, N. C.	Raleigh, N. C. LFR	2000
Raleigh, N. C. LFR	Brodnax INT, Va.	1800
Brodnax INT, Va.	Richmond, Va. LFR	1500
Richmond, Va. LFR	Washington, D. C. LFR	1500
Washington, D. C. LFR	Riverdale, Md. LF/RBN	1600
Riverdale, Md. LF/RBN	Relay INT, Md.	1600

§610.107 AMBER CIVIL AIRWAY 7

FROM	TO	MEA
Relay INT, Md.	Loch Raven INT, Md.	1800
Loch Raven INT, Md.	Boothwyn INT, Pa.	1800
Boothwyn INT, Pa.	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	N. Philadelphia, Pa. LFR	1800
N. Philadelphia, Pa. LFR	Newark, N. J. LFR	1500
Newark, N. J. LFR	Little Ferry INT, N. Y.	2500
Little Ferry INT, N. Y.	Port Chester INT, N. Y.	1900
Port Chester INT, N. Y.	Meriden INT, Conn.	2000
Meriden INT, Conn.	Hartford, Conn. LFR	2000
Hartford, Conn. LFR	Woodstock INT, Conn. N-bound	2400
Woodstock INT, Conn.	Hartford, Conn. LFR, S-bound	2000
Woodstock INT, Conn.	Bedford, Mass. LF/RBN	2400
Bedford, Mass. LF/RBN	Boston, Mass. LFR	1700
Boston, Mass. LFR	INT SE crs Concord, N.H. & N crs Boston, Mass. LFR	1300
INT SE crs Concord, N.H. & N crs Boston, Mass. LFR	Portland, Me. LFR	1700
Portland, Me. LFR	Augusta, Me. LFR	1800
Augusta, Me. LFR	Millinocket, Me. LFR	2500
Millinocket, Me. LFR	St. Croix INT, Me.	3500
St. Croix INT, Me.	Presque Isle, Me. LFR	2500
Presque Isle, Me. LFR	U.S. Canada Border LFR	3500

§610.108 AMBER CIVIL AIRWAY 8

FROM	TO	MEA
Los Angeles, Calif. LFR	*Malibu INT, Calif.	2000
*Malibu INT, Calif.	Camarillo, Calif. LFR	5000
*3500 - MCA Malibu INT, NW-bound		
Camarillo, Calif. LFR	Santa Barbara, Calif. LFR SE-bound only	4000
	NW-bound	6000
Santa Barbara, Calif. LFR	Bradley INT, Calif.	7000
Bradley INT, Calif.	Salinas, Calif. LFR	5000
Salinas, Calif. LFR	Lightship INT, Calif.	5000
Lightship INT, Calif.	Golden Gate INT, Calif.	3000
Golden Gate INT, Calif.	Richmond INT, Calif.	4000
Richmond INT, Calif.	*Travis AFB, Calif. LFR	3000
*3000 - MCA Travis AFB, SW-bound		

AMBER CIVIL AIRWAY 8 - cont'd.

FROM	TO	MEA
Travis AFB, Calif. LFR	INT NE crs Travis AFB, Calif. & NW crs Sacramento, Calif. LFR	2000
Red Bluff, Calif. LFR	Whitmore, Calif. LFR	6000
Whitmore, Calif. LFR	Red Bluff, Calif. LFR S-bound only	5000
*Whitmore, Calif. LFR	Klamath Falls, Ore. LFR	10,000
*7000 - MCA Whitmore LFR, N-bound		
Tennant INT, Calif.	Klamath Falls, Ore. LFR N-bound only	9000
Klamath Falls, Ore. LFR	Redmond, Ore. LFR	10,000
Redmond, Ore. LFR	*The Dalles, Ore. LFR	7000
*6000 - MCA The Dalles LFR, N-bound		
The Dalles, Ore. LFR	Yakima, Wash. LFR	8000
Yakima, Wash. LFR	INT NW Yakima & S Ellensburg, Wash. LFR	4500
INT NW Yakima & S Ellensburg, Wash. LFR	Ellensburg, Wash. LFR	5500

§610.109 AMBER CIVIL AIRWAY 9

FROM	TO	MEA
Charleston, S. C. LFR	Myrtle Beach, S. C. LF/RBN	1200
Myrtle Beach, S. C. LF/RBN	Wilmington, N. C. LF/RBN	1400
Wilmington, N. C. LF/RBN	New Bern, N. C. LF/RBN	1300
New Bern, N. C. LF/RBN	Williamston, N. C. VAR	1200
Williamston, N. C. VAR	Harrellsville INT N. C.	1200
Harrellsville INT N. C.	Norfolk, Va. LFR	1400

§610.110 AMBER CIVIL AIRWAY 10

FROM	TO	MEA
South Honolulu INT, T.H.	Honolulu, T.H. LFR N-Bound	5000
	S-Bound	1000

§610.111 AMBER CIVIL AIRWAY 11

FROM	TO	MEA
South Maui INT, T. H.	Maui, T.H. LFR N-Bound	6000
	S-bound	1000
Maui, T.H. LFR	North Maui INT, T.H.	8000

§610.112 AMBER CIVIL AIRWAY 12

FROM	TO	MEA
25 Mi. South of Hilo, T.H. LFR	Hilo, T.H. LFR	4000
Hilo, T.H. LFR	Kuku Point INT, T.H. N-bound	3000
	S-bound	4000
Kuku Point INT, T.H.	North Hilo INT, T.H.	1000

§610.113 AMBER CIVIL AIRWAY 13

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	INT N crs Baltimore & SW crs Philadelphia, Pa. LFR	2000
INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	Phildelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	N. Philadelphia, Pa. LFR	1800
N. Philadelphia, Pa. LFR	Newark, N. J. LFR	1500

§610.114 AMBER CIVIL AIRWAY 14

FROM	TO	MEA
Riverdale, Md. LF/RBN	Ellicott City INT Md.	2000
Ellicott City INT Md.	Westminister INT Md.	2000
Westminister INT Md.	Lancaster, Pa. LF/RBN	2000
Lancaster, Pa. LF/RBN	Willow Grove, Pa. LFR	2500
Willow Grove, Pa. LFR	Belle Mead INT, N. J.	1700
Belle Mead INT, N. J.	Chatham, N. J. LF/RBN	2000

§610.115 AMBER CIVIL AIRWAY 15

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	INT N crs Baltimore & SW crs Philadelphia, Pa. LFR	2000
INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	Mt. Holly INT, N. J.	1800
Mt. Holly INT, N. J.	Freehold INT, N. J.	1500
Freehold INT, N. J.	Idlewild, N. Y. LFR	1500

§610.119 AMBER CIVIL AIRWAY 19

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	2000
INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	Mt. Holly INT, N. J.	1800
Mt. Holly INT, N. J.	Freehold INT, N. J.	1500

AMBER CIVIL AIRWAY 19 - cont'd.

FROM	TO	MEA
Freehold INT, N. J.	Flatbush INT, N. Y.	1500
Flatbush INT, N. Y.	LaGuardia, N. Y. LFR	2500

Section 610.201 Red Civil Airway 1

FROM	TO	MEA
Kelly, Tex. LFR	Medina INT, Tex.	2700
Medina INT, Tex.	C.B. Ranch INT, Tex.	3500
C.B. Ranch INT, Tex.	Big Spring, Tex. LFR	4000

§610.202 RED CIVIL AIRWAY 2

FROM	TO	MEA
Sheridan, Wyo. LFR	Wright INT, Wyo.	7000
Wright INT, Wyo.	*Rapid City, S. Dak. LFR	9000

*7000 - MCA Rapid City LFR, W-bound

§610.203 RED CIVIL AIRWAY 3

FROM	TO	MEA
Philipsburg, Pa. LFR	Harrisburg, Pa. LFR	4000
Philadelphia, Pa. LFR	Mt. Holly INT, N.J.	1800
Mt. Holly INT, N.J.	Freehold INT, N.J.	1500
Freehold INT, N.J.	Flatbush INT, N.Y.	1500
LaGuardia, N.Y. LFR	Port Chester INT, N. Y.	1500

§610.204 RED CIVIL AIRWAY 4

FROM	TO	MEA
LasVegas, N.M. LFR	Cuervo INT, N.M.	9500

§610.205 RED CIVIL AIRWAY 5

FROM	TO	MEA
Sioux Falls, S.D. LFR	Minneapolis, Minn. LFR	3000
Jordan, Minn. FM	Minneapolis, Minn LFR E-bound only	2500

§610.206 RED CIVIL AIRWAY 6

FROM	TO	MEA
Denver, Colo. LFR	Akron, Colo. LFR	6600
Akron, Colo. LFR	North Platte, Nebr. LFR	5500
North Platte, Nebr. LFR	Grand Island, Nebr. LFR	4100
Grand Island, Nebr. LFR	Lincoln, Nebr. LFR	3200
Lincoln, Nebr. LFR	Omaha, Nebr. LFR	2700

§610.207 RED CIVIL AIRWAY 7

FROM	TO	MEA
Greenville, S.C. LFR	Beacon 14 INT, S.C.	3000
Beacon 14 INT, S.C.	Spartanburg, S.C. LFR	2800
Spartanburg, S.C. LFR	Charlotte, N.C. LFR	2800
Charlotte, N.C. LFR	Mooresville INT, N.C.	2500
Winston-Salem, N.C. LFR	Greensboro, N.C. LFR	2400

§610.208 RED CIVIL AIRWAY 8

FROM	TO	MEA
Rushville INT, Ind.	Liberty INT, Ohio	2200
*Liberty INT, Ohio	**Wright - Patterson AFB Ohio LFR	3000

*3000 - MCA Liberty INT, E-bound

**3000 - MCA Wright-Patterson AFB LFR, W-bound

Wright-Patterson AFB, Ohio LFR	Lockbourne INT, Ohio	2200
Lockbourne INT, Ohio	Zanesville, Ohio LF/RBN	2400
Zanesville, Ohio LF/RBN	Bergholz, Ohio LF/RBN	2500
Bergholz, Ohio LF/RBN	Butler, Pa. LF/RBN	2500
Butler, Pa. LF/RBN	Brookville, Pa. LF/RBN	3600
Brookville, Pa. LF/RBN	Lock Haven INT, Pa.	4400
Lock Haven INT, Pa.	Williamsport, Pa. LFR	3500
Williamsport, Pa. LFR	Plymouth INT, Pa.	4000
Plymouth INT, Pa.	Stroudsburg INT. Pa.	3500
Stroudsburg INT, Pa.	Newark, N.J. LFR	2700

§610.209 RED CIVIL AIRWAY 9

FROM	TO	MEA
*San Diego, Calif LFR	El Centro, Calif. LFR E-bound	8000

*3000 - MCA San Diego LFR, E-bound

*El Centro, Calif. LFR	Barrett Lake, Calif. FM W-bound	8000

*6000 - MCA El Centro LFR, W-bound

Barrett Lake, Calif. FM	Jamul, Calif. LF/RBN W-bound	6000
Jamul, Calif. LF/RBN	San Diego, Calif. LFR W-bound	4500
El Centro, Calif. LFR	Yuma, Ariz. LFR	3000
Yuma, Ariz. LFR	Gila Bend, Ariz. LFR	4000
Gila Bend, Ariz. LFR	Casa Grande INT, Ariz.	5000

§610.210 RED CIVIL AIRWAY 10

FROM	TO	MEA
Amarillo, Tex. LFR	Clarendon, Tex. LFR	4700
Clarendon, Tex. LFR	Wichita Falls, Tex. LFR	3900
Wichita Falls, Tex. LFR	Alvord INT, Tex.	2300
Alvord INT, Tex.	Justin INT, Tex.	2100
Justin INT, Tex.	Dallas, Tex. LFR	2200
Dallas, Tex. LFR	Hainsville INT, TEX.	2000
Hainsville INT, Tex.	Shreveport, La. LFR	1900
Shreveport, La. LFR	Minden INT, La.	1500
Minden INT, La.	Monroe, La. LFR	1800
Monroe, La. LFR	Jackson, Miss. LFR	1500

RED CIVIL AIRWAY 10 - cont'd.

FROM	TO	MEA
Jackson, Miss. LFR	Meridian, Miss. LFR	2000
Meridian, Miss. LFR	Birmingham, Ala. LFR E-bound	2500
Birmingham, Ala. LFR	Meridian, Miss. LFR W-bound	2000
Birmingham, Ala. LFR	Tallapoosa INT, GA.	4000
Tallapoosa INT, GA.	Campbellton, Ga. LFR	2600
Campbellton, Ga. LFR	Atlanta, Ga. LFR	2300
Atlanta, Ga. LFR	Thomson INT, Ga.	2300
Thomson INT, Ga.	Augusta, Ga. LFR E-bound only	2000
Aiken, S.C. LF/RBN	Charleston, Ga. LFR	1500

§610.211 RED CIVIL AIRWAY 11

FROM	TO	MEA
INT NW crs Enid, Vance AFB Okla. & NE crs Gage, Okla. LFR	Enid, Vance AFB Okla. LFR	2500
Enid, Vance AFB Okla. LFR	Mulhall INT, Okla.	2600
Claremore INT, Okla.	Springfield, Mo. LFR	2500
Springfield, Mo. LFR	Vichy, Mo. LF/RBN	2600
Vichy, Mo. LF/RBN	St. Peters INT, Mo.	2200
INT S crs Indianapolis, Ind. & W crs Louisville, Ky. LFR	Louisville, Ky. LFR	2100
Louisville, Ky. LFR	Georgetown INT, Ky.	2400
Albany, N.Y. LFR	Greenfield INT, Mass.	5500
Grafton, N.Y. FM	Albany, N.Y. LFR W-bound only	3000
Greenfield INT, Mass.	Gardner INT, Mass.	3000
Gardner INT, Mass.	Bedford INT, Mass.	3000
Boston, Mass. LFR	E. Boston INT, Mass.	1500

§610.212 RED CIVIL AIRWAY 12

FROM	TO	MEA
Joliet, Ill. LFR	Int. NE crs Joliet, Ill. LFR & W crs South Bend. Ind. LFR	2000
Int. NE crs Joliet, Ill. LFR & W crs South Bend, Ind. LFR	South Bend, Ind. LFR	2100
South Bend, Ind. LFR	Union INT, Mich.	2000
Union INT, Mich.	*Manchester INT, Mich.	2400

*2300 - MCA Manchester INT, W-bound

Manchester INT, Mich.	Detroit, Mich. LFR	2000
U.S. Canada Boundary	Erie, Pa. LFR	2000

§610.213 RED CIVIL AIRWAY 13

FROM	TO	MEA
Wheeling, W.Va. LF/RBN	Clinton, Pa. LF/RBN	2700
Clinton, Pa. LF/RBN	Butler, Pa. LF/RBN	2500
Butler, Pa. LF/RBN	Ford INT, Pa.	3000
Ford INT, Pa.	Philipsburg, Pa. LFR	4000
Sunbury, Pa. LFR	Wilkes-Barre, Pa. LFR	4000
Wilkes-Barre, Pa. LFR	Stewart, N.Y. LF/RBN	3500
Stewart, N.Y. LF/RBN	Poughkeepsie, N.Y. LFR	3000
Poughkeepsie, N.Y. LFR	Hartford, Conn. LFR	3000
Hartford, Conn. LFR	Moosup INT, Conn.	2000
Moosup INT, Conn.	Providence, R.I. LFR	1600
Providence,R.I. LFR	Bedford,Mass. LF/RBN	1800

§610.214 RED CIVIL AIRWAY 14

FROM	TO	MEA
Lone Rock Int, Wis.	Avon INT, Wis.	2700
Avon INT, Wis.	Rockford, Ill. LFR	2300
Rockford, Ill. LFR	Aurora INT, Ill.	2100
Aurora INT, Ill.	Chicago, Ill. LFR	2300
Chicago,Ill.LFR	Rensselaer INT, Ind.	1800
Rensselaer INT, Ind.	Halsmer INT,Ind.	2300
Halsmer INT,Ind.	Indianapolis,Ind. LFR	2100
Indianapolis, Ind. LFR	Lanesville INT, Ind.	2200

§610.215 RED CIVIL AIRWAY 15

FROM	TO	MEA
Fallon,Nev.LFR	Wadsworth INT,Nev.	10000
Las Vegas, Nev. LFR	Willow Beach, Ariz. INT	8000
Willow Beach INT, Ariz.	Prescott, Ariz. LFR	10,000
Prescott, Ariz. LFR	Phoenix, Ariz. LFR	10,000

§610.216 RED CIVIL AIRWAY 16

FROM	TO	MEA
Tallahassee,Fla. LFR	Albany, Ga. LFR	1600
Albany, Ga. LFR	Macon, Ga. LFR	1600
Augusta, Ga. LFR	Columbia,S.C. LFR	2000
Columbia,S.C. LFR	Motbridge INT, S.C.	1500
Motbridge INT, S.C.	Florence, S.C. LFR	1300

§610.217 RED CIVIL AIRWAY 17

FROM	TO	MEA
Waterloo INT, Ill.	Scott AFB, Ill. LFR	2000
Scott AFB, Ill. LFR	St.Elmo INT, Ill.	1900
Chanute, Ill. LFR	Rensselaer INT, Ill.	1900

RED CIVIL AIRWAY 17 - cont'd.

FROM	TO	MEA
Ft.Wayne, Ind. LFR	Findlay, Ohio LF/RBN	2100
Findlay, Ohio LF/RBN	Mansfield, Ohio LF/RBN	2500
Mansfield, Ohio LF/RBN	Bergholz, Ohio LF/RBN	2500
Bergholz, Ohio LF/ RBN	Pittsburgh, Pa. LFR	2700
McKeesport, Pa. LF/RBN	Johnstown, Pa. LF/RBN	4500
Martinsburg, W. Va. LFR	Lisbon INT, Md.	3000
Lisbon INT, Md.	Relay INT, Md.	2000
Relay INT, Md.	Baltimore,Md. LFR	1500
Baltimore, Md. LFR	INT E crs Baltimore & SW crs Millville, N.J. LFR	1500

§610.218 RED CIVIL AIRWAY 18

FROM	TO	MEA
Greenfield INT, Ind.	Cincinnati, Ohio LFR	2300
Cincinnati, Ohio LFR	Huntington, W. Va. LF/RBN	2300
Huntington, W. Va. LF/RBN	Charleston, W. Va. LFR	2500
Charleston, W. Va. LFR	Sutton INT, W. Va. E-bound	5700
Sutton INT, W. Va.	Charleston, W. Va. W-bound	3700
Sutton INT W. Va.	Elkins, W. Va. LFR	5700
Elkins, W. Va. LFR	Petersburg INT, W. Va.	6800
Petersburg INT, W. VA.	Front Royal, Va. LFR	5300
Front Royal, Va. LFR	Ashburn INT, Va.	4000
Ashburn INT, Va.	Herndon INT, Va.	3000

§610.219 RED CIVIL AIRWAY 19

FROM	TO	MEA
Traverse City, Mich. LFR	Gladwin, Mich. LF/RBN	2500
Gladwin, Mich. LF/RBN	Saginaw, Mich. LF/RBN	2000
Saginaw, Mich. LF/RBN	Flint, Mich. ILS/LOM	2200
Flint, Mich. ILS/LOM	White Lake INT, Mich.	2200
White Lake INT, Mich.	Detroit, Mich. LFR	2500
Detroit, Mich. LFR	So.Bass INT, Ohio	2300
So.Bass INT, Ohio	Sandusky INT, Ohio	1900
Sandusky INT, Ohio	INT Se crs Detroit, & W crs Akron LFR	2300
INT SE crs Detroit & W crs Akron LFR	Akron,Ohio LFR	2500
Remington INT,Va.	Quantico, Va. LFR	2000
INT N crs Richmond, Va. & NW crs Tappahannock LFR	Gwynn INT, Va.	1500
Gwynn INT, Va.	Norfold, Navy Va. LFR	1500

§610.220 RED CIVIL AIRWAY 20

FROM	TO	MEA
Lansing, Mich. LFR	Flint, Mich. ILS/LOM	2400
Flint, Mich. ILS/LOM	Goodrich INT, Va.	2200
Goodrich INT, Va.	*Windsor, Ont., Can.	2300
*For that airspace over U.S. Territory		
Windsor, Ont., Can. LFR	Cleveland, Ohio LFR	1900
Cleveland, Ohio LFR	Akron, Ohio LFR	3000
Akron, Ohio LFR	Columbiana INT, Ohio	2500
Columbiana INT, Ohio	Pittsburgh, Pa. LFR	2600
Pittsburgh, Pa. LFR	*Mt.Pleasant INT, Pa.	3000
*4000 - MCA Mt.Pleasant INT, E-bound		
Mt.Pleasant INT, Pa.	Flintstone INT, Md.	4500
Flintstone INT, Md.	Martinsburg, W. Va. LFR	4000
Martinsburg, W. Va. LFR	Herndon INT, Va.	3000
Herndon INT, Va.	Washington, D.C. LFR	1800
Washington, D.C. LFR	Huntington INT, Md.	1500
Huntington INT, Md.	Meekins Neck INT, Md.	1500

§610.221 RED CIVIL AIRWAY 21

FROM	TO	MEA
Huntington INT, N.Y.	Bridgeport, Conn. LFR	1500
Bridgeport, Conn. LFR	Int. NE crs Bridgeport, Conn. LFR & SE crs Hartford, Conn.LFR	2000
New London INT, Conn.	Wyoming INT, R.I.	1700
Wyoming INT, R.I.	Providence, R.I. LFR	1600
Providence, R.I. LFR	Squantum, Mass. LFR	2000
Squantum, Mass. LFR	E.Boston INT, Mass.	1500

§610.222 RED CIVIL AIRWAY 22

FROM	TO	MEA
Selfridge, Mich. LFR	INT SE crs Selfridge & U.S. Canadian Boundary LFR	1700
U.S. Canadian Boundary LFR	Buffalo, N.Y. LFR	2100
Buffalo, N.Y. LFR	Rochester, N.Y. LFR	2000
Syracuse, N.Y. LFR	Utica, N.Y. LFR	1900
Utica, N.Y. LFR	Starkville INT, N.Y.	3000

§610.223 RED CIVIL AIRWAY 23

FROM	TO	MEA
*Lakehead, Can. LFR	Houghton, Mich. LFR	2800
*For that airspace over U.S. Territory		
Houghton, Mich. LFR	Grand Marais, Mich. LFR	2500
Grand Marais, Mich. LFR	Sault Ste. Marie, Mich. LFR	2500
Sault Ste. Marie, Mich. LFR	U.S. Canadian Border LFR	2500
U.S. Canadian Border LFR	Buffalo, N.Y. LFR	2000
Buffalo, N.Y. LFR	Dansville, N.Y. LF/RBN	3500
Dansville, N.Y. LF/RBN	Elmira, N.Y. LFR	3500
Elmira, N.Y. LFR	Branchville INT, N.J.	3500
Branchville INT, N.J.	Paterson N.J. LF/RBN	3000
Paterson, N.J. LF/RBN	LaGuardia, N.Y. LFR	1700
LaGuardia, N.Y. LFR	St. James INT, N.Y.	1500

§610.224 RED CIVIL AIRWAY 24

FROM	TO	MEA
Amarillo, Tex. LFR	Alanreed INT, Tex.	4700
Alanreed INT, Tex.	Bessie INT, Okla.	4000
Bessie INT, Okla.	Oklahoma City, Okla LFR	2500

§610.225 RED CIVIL AIRWAY 25

FROM	TO	MEA
U.S. Canadian Border	Kokadjo INT,Me.	5500
Kokadjo INT,Me.	East Dover INT,Me.	6000

§610.226 RED CIVIL AIRWAY 26

FROM	TO	MEA
Matoca INT, Va.	Waverly, Va. LFR	1500
Waverly, Va. LFR	Corapeake INT,Va.	1400

§610.227 RED CIVIL AIRWAY 27

FROM	TO	MEA
INT S crs Atlanta NAS, Ga. & NE crs Campbellton, Ga. LFR	Atlanta NAS, Ga. LFR	3000
Atlanta NAS, Ga. LFR	Knoxville, Tenn. LFR	7000
Knoxville, Tenn. LFR	Corbin, Ky. VAR	4700
Corbin, Ky. VAR	Lexington, Ky. LF/RBN	3600
Lexington, Ky. LF/RBN	INT 358 T from Lexington LF/RBN & E crs Louisville, Ky. LFR	2300
Toledo, Ohio LFR	Dundee INT, Mich.	2100
Dundee INT, Mich.	Ann Arbor INT, Mich.	2000

§610.228 RED CIVIL AIRWAY 28

FROM	TO	MEA
Rockford, Ill. LFR	Wauconda INT, Ill.	2500
Wauconda INT, Ill.	Chicago, Ill. LFR	2500
Chicago, Ill. LFR	Benton Harbor INT, Mich.	2500
Benton Harbor INT, Mich.	Bangor INT, Mich.	1900
Bangor INT, Mich.	Grand Rapids, Mich. LFR	2200
Lansing, Mich. LFR	INT 309 - 129 mag. brg. Lansing & W crs. Salem, Mich. VAR	2900
INT 309 - 129 mag. brg. Lansing & W crs Salem, Mich. VAR	INT 309 - 129 mag. brg. Lansing & S crs Salem, Mich. VAR	2300

§610.229 RED CIVIL AIRWAY 29

FROM	TO	MEA
INT SW crs Elmira & N crs Williamsport, Pa. LFR	Williamsport, Pa. LFR	4000
Williamsport, Pa. LFR	Harrisburg, Pa. LFR	3500
Harrisburg, Pa. LFR	INT S crs Harrisburg & NE crs Arcola, Va. LFR	2500
INT S crs Harrisburg & NE crs Arcola, Va. LFR	INT S crs Harrisburg & W crs Baltimore, Md. LFR	2000
Baltimore, Md. LFR	INT S crs Baltimore & SE crs Andrews, Md. LFR	1500

§610.230 RED CIVIL AIRWAY 30

FROM	TO	MEA
Shreveport, La. LFR	Converse INT, La.	1600
Converse INT, La.	Alexandria, La. LFR	1500
Alexandria, La. LFR	Baton Rouge, La. LFR	1500
Baton Rouge, La. LFR	New Orleans, La. LFR	1500
New Orleans, La. LFR	Bay Minette, Ala. LF/RBN	1500
Bay Minette, Ala. LF/RBN	Crestview, Fla. LFR	1400
Crestview, Fla. LFR	Marianna INT, Fla.	1400
Marianna INT, Fla.	Tallahassee, Fla. LFR	1500
Tallahassee, Fla. LFR	Drifton INT, Fla.	1400
Drifton INT, Fla.	Lee INT, Fla.	1300
Lee INT, Fla.	Suwannee INT, Fla.	1200
Suwannee INT, Fla.	Jacksonville, Fla. LFR	1300

§610.231 RED CIVIL AIRWAY 31

FROM	TO	MEA
Egbert INT, Wyo.	Scottsbluff, Nebr. LFR	6600
Scottsbluff, Nebr. LFR	Rapid City, S. D. LFR	5700
Rapid City, S. D. LFR	INT E crs Rapid City & SW crs Pierre, S. D. LFR	4400
INT E crs Rapid City & SW crs Pierre, S. D. LFR	Pierre, S. D. LFR	3500
Pierre, S. D. LFR	Virgil INT, S. D.	3300
Virgil INT, S. D.	Huron, S. D. LFR	2500
Minneapolis, Minn. LFR	Stanton, Minn. LF/RBN	2200

§610.232 RED CIVIL AIRWAY 32

FROM	TO	MEA
Laredo, Tex. LFR	Kelly, Tex. LFR	2000
Kelly, Tex. LFR	INT W crs San Antonio & NE crs Kelly, Tex. LFR	2200
Austin, Tex. LFR	Smithville, Tex. LF/RBN	2000
Smithville, Tex. LF/RBN	Richmond, Tex. LFR	1600
Richmond, Tex. LFR	Arcola INT, Tex.	1600

§610.233 RED CIVIL AIRWAY 33

FROM	TO	MEA
Buckroe Beach INT	Richmond, Va. LFR	1500
Gordonsville, Va. LFR	Remington INT, Va.	3000
Remington INT, Va.	Arcola, Va. LFR	2400
Arcola, Va. LFR	Lisbon INT, Md.	2500
Lisbon INT, Md.	New Freedom INT, Pa.	2500
New Freedom INT, Pa.	Lancaster INT, Pa.	2000
INT E crs Poughkeepsie, N. Y. & SW crs Westover, Mass. LFR	Westover, Mass. LFR	3000
Westover, Mass. LFR	Gardner INT, Mass.	3000

§610.234 RED CIVIL AIRWAY 34

FROM	TO	MEA
Charleston, W. Va. LFR	Pulaski, Va. LFR	6000
Pulaski, Va. LFR	Cove INT, N. C.	6000
*Cove INT, N. C.	Greensboro, N. C. LFR	3000
*4000 - MCA Cove INT, NW-bound		
INT NE crs Greensboro & NW crs Raleigh, N. C. LFR	Raleigh, N. C. LFR	2000
Harrellsville INT N. C.	Weeksville, N. C. LFR	1300

§610.235 RED CIVIL AIRWAY 35

FROM	TO	MEA
Pueblo, Colo. LFR	La Junta, Colo. LFR	6000
La Junta, Colo. LFR	Garden City, Kans. LFR	5500
Garden City, Kans. LFR	Hutchinson, Kans. LFR	4000
Hutchinson, Kans. LFR	Newton INT, Kans.	3300
Newton INT, Kans.	Cassoday INT, Kans.	2700
Cassoday INT, Kans.	Forbes, Kans. LFR	3000
Forbes AFB, Kans. LFR	INT NE crs Forbes & NW crs Kansas City, Kans. LFR	2400

§610.236 RED CIVIL AIRWAY 36

FROM	TO	MEA
Stanton, Minn. LFR	Rochester, Minn. LFR	2800
Rochester, Minn. LFR	La Crosse, Wis. LFR	2600

§610.237 RED CIVIL AIRWAY 37

FROM	TO	MEA
Tyler, Tex. LFR	Hainsville INT, Tex.	1700
Hainsville INT, Tex.	INT N crs. Tyler LFR & W crs. Shreveport, La. LFR	1700
Prescott INT, Ark.	Little Rock, Ark. LFR	1800
Little Rock, Ark. LFR	Stuttgart, Ark. LFR	1500
Stuttgart, Ark. LFR	Aubry INT, Ark.	1500
Charleston, W. Va. LFR	Roanoke, Va. LFR	6000
INT 215 - 35 mag. crs Montebello, Va. VOR & W crs. Lynchburg, Va. LFR	Lynchburg, Va. LFR E-bound only	3000
Roanoke, Va. LFR	Lynchburg, Va. LFR	5000
Lynchburg, Va. LFR	Gordonsville, Va. LFR	4000
Sweet Briar INT, Va.	Lynchburg, Va. LFR SW-bound only	3000

§610.238 RED CIVIL AIRWAY 38

FROM	TO	MEA
Mertzon INT, Tex.	San Angelo, Tex. LFR	3500
San Angelo, Tex. LFR	C-B Ranch INT, Tex.	3500
Medina INT, Tex.	Beckmann INT, Tex.	2700
Beckmann INT, Tex.	San Antonio, Tex. LFR	2200

§610.239 RED CIVIL AIRWAY 39

FROM	TO	MEA
Bethel, Alaska LFR	Aniak, Alaska LFR	2300
*Aniak, Alaska LFR	McGrath, Alaska LFR	5800
*3500 - MCA Aniak LFR, NE-bound		
McGrath, Alaska LFR	Minchumina, Alaska, LFR	6800
Minchumina, Alaska LFR	Nenana, Alaska LFR	4900
Nenana, Alaska LFR	Fairbanks, Alaska LFR	3900

§610.240 RED CIVIL AIRWAY 40

FROM	TO	MEA
Kodiak, Alaska LFR	Shuyak, Alaska LF/RBN	4000
Shuyak, Alaska LF/RBN	*Homer, Alaska LFR	6000
*3900 - MCA Homer LFR, S-bound		
Homer, Alaska LFR	Skilak INT, Alaska	4000
Skilak INT, Alaska	Anchorage, Alaska LFR	1500
Homer, Alaska LFR	Skilak INT, Alaska	4000
Skilak INT, Alaska	Anchorage, Alaska LFR	1500

§610.241 RED CIVIL AIRWAY 41

FROM	TO	MEA
Cape Spencer INT, Alaska	Gustavus, Alaska LFR	5500

§610.242 RED CIVIL AIRWAY 42

FROM	TO	MEA
Sullivan INT, Wis.	Wauconda INT, Wis.	2400
Glenview, Ill. LFR	INT SW crs. Glenview, Ill. & W crs. Chicago, Ill. LFR	2300

§610.243 RED CIVIL AIRWAY 43

FROM	TO	MEA
Wauconda INT, Ill.	Highland Park INT, Ill.	2000
Highland Park INT, Ill.	Momence INT, Ill.	2000

§610.244 RED CIVIL AIRWAY 44

FROM	TO	MEA
*Bellingham, Wash. LFR	Cultus Lake INT, Canada	**8600
*5000 - MCA Bellingham LFR, NE-bound		
**For that airspace over U.S. Territory		

§610.245 RED CIVIL AIRWAY 45

FROM	TO	MEA
Blackstone, Va. LFR	Manakin, Va. LF/RBN	1500
Manakin, Va. LF/RBN	Quantico, Va. LFR	1500
Quantico, Va. LFR	Springfield, Va. LF/RBN	1500
Springfield, Va. LF/RBN	McLean INT, Va.	1800

§610.259 RED CIVIL AIRWAY 59

FROM	TO	MEA
Garden City, Kans LFR	INT S crs Garden City & NW crs Gage, Okla. LFR	4300
INT S crs Garden City & NW crs Gage, Okla. LFR	Gage, Okla. LFR	4000
Gage, Okla. LFR	Oklahoma City, Okla. LFR	3500

§610.260 RED CIVIL AIRWAY 60

FROM	TO	MEA
Oakland, Calif. LFR	Altamont INT, Calif.	5000
Altamont INT, Calif.	Stockton, Calif. LFR	
	W-bound	4000
	E-bound	3000
Stockton, Calif. LFR	Peters INT, Calif.	2000
Peters INT, Calif.	*Copper INT, Calif.	3000

*8000 - MCA Copper INT, NE-bound

§610.261 RED CIVIL AIRWAY 61

FROM	TO	MEA
Butler, Pa. LF/RBN	*New Alexandria Pa. LF/RBN	3000

*4000 - MCA New Alexandria LF/RBN, S bound

New Alexandria, Pa. LF/RBN	Johnstown, Pa. LF/RBN	4500
Johnstown, Pa. LF/RBN	Flintstone INT, Md.	4500
Flintstone INT, Md.	Martinsburg, W. Va. LFR	4000
Martinsburg, W. Va. LFR	Arcola, Va. LFR	3000
Arcola, Va. LFR	Mt. Vernon INT, Va.	1500

§610.262 RED CIVIL AIRWAY 62

FROM	TO	MEA
Mt. Pleasant INT, Pa.	Johnstown, Pa. LF/RBN	4500
Johnstown, Pa. LF/RBN	Altoona, Pa. LFR	4500

§610.263 RED CIVIL AIRWAY 63

FROM	TO	MEA
Bangor INT, Mich.	Battle Creek, Mich. LFR	2200
Battle Creek, Mich. LFR	Jackson, Mich. LF/RBN	2300
INT N crs Detroit & 265 - 085 mag. brg. Sarnia, Ont. LF/RBN	*Sarnia, Ont. Canada LF/RBN	2400

*For that airspace over U.S. Territory

§610.264 RED CIVIL AIRWAY 64

FROM	TO	MEA
Dixon INT, B.C.	Annette Island, Alaska LFR	4700

§610.265 RED CIVIL AIRWAY 65

FROM	TO	MEA
*Los Angeles, Calif. LFR	Oceanside, Calif. LF/RBN	4000

*2000 - Minimum crossing altitude at Los Angeles LFR, S-bound

*Oceanside, Calif. LF/RBN	Julian, Calif. LF/RBN	
	E-bound	9000
	W-bound	7000

*7000 - MCA Oceanside LF/RBN E-bound

Julian, Calif. LF/RBN	Hayfield Lake, Calif. LF/RBN	9000
Salton INT, Calif.	Hayfield Lake, Calif. LF/RBN NE-bound	8000

§610.266 RED CIVIL AIRWAY 66

FROM	TO	MEA
Santa Barbara, Calif. LFR	*Newhall, Calif. LFR	9000

*8000 - MCA Newhall, LFR, W-bound

§610.267 RED CIVIL AIRWAY 67

FROM	TO	MEA
Crestview, Fla. LFR	Dothan, Ala. LFR	1400
Dothan, Ala.LFR	Columbus,Ga. LFR	1700
Columbus, Ga. LFR	Madras INT, Ga.	2400

§610.268 RED CIVIL AIRWAY 68

FROM	TO	MEA
El Paso, Tex. LFR	Clint, Tex. LFR	6000
Clint, Tex. LFR	Hudspeth,Tex. VAR	7500
Hudspeth,Tex. VAR	Culberson, Tex. VAR	7500
Culberson, Tex. VAR	Monahans INT, Tex.	6100
Monahans INT, Tex.	Midland, Tex. LFR	4500
Midland, Tex. LFR	San Angelo, Tex. LFR	4400
San Angelo, Tex. LFR	Paint Rock INT. Tex.	3900
Paint Rock INT, Tex.	Abilene, Tex. LFR	3800
Palo Pinto INT, Tex.	Lipan INT, Tex.	2300
Lipan INT, Tex.	Stadium INT, Tex.	2200
Stadium INT,Tex.	Hensley INT, Tex.	2700
Hensley INT, Tex.	Dallas, Tex. LFR	1900
Tyler, Tex. LFR	Shreveport, La. LFR	2 00

§610.269 RED CIVIL AIRWAY 69

FROM	TO	MEA
Midland, Tex. LFR	INT NE crs Midland & W crs Big Spring LFR	4400

§610.270 RED CIVIL AIRWAY 70

FROM	TO	MEA
Midland, Tex. LFR	Lubbock, Tex. LFR	4500
Lubbock, Tex, LFR	Childress, Tex. VAR	4500
Childress, Tex. VAR	Hobart, Okla. VAR	3500
Hobart, Okla.VAR	Oklahoma City, Okla. LFR	3000

§610.286 RED CIVIL AIRWAY 86

FROM	TO	MEA
St. Croix INT, Me.	Houlton, Me. LFR	2500

§610.287 RED CIVIL AIRWAY 87

FROM	TO	MEA
100 miles W of Port Allen, T.H. LFR	Port Allen, T.H. LFR	7000
Port Allen, T.H. LFR	Makai INT, T.H.	
	E-bound	3000
	W-bound	6000
Honolulu,T.H. LFR	*Maui,T.H. LFR	6000

*8000 - MCA Maui LFR, E-bound; 6000 - W-bound

Maui, T.H. LFR	*Kuku Point INT, T.H.	8000

*5000 - MCA Kuku Point INT, E-bound
Descent below 8000 not authorized prior to reaching 20 mi. E of Maui, T.H.

Hilo, T.H. LFR	East Hilo INT, T.H.	
	E-bound	1000
	W-bound	4000
East Hilo INT, T.H.	100 miles E of Hilo, T.H. LFR	1000

§610.288 RED CIVIL AIRWAY 88

FROM	TO	MEA
Albuquerque, N. Mex. LFR	Roswell, N. Mex. LFR	12,000
Roswell, N. Mex. LFR	Hobbs, N. Mex. LFR	5500
Hobbs, N.Mex. LFR	INT E crs Hobbs, & S crs Lubbock, N.Mex. LFR	5000

§610.289 RED CIVIL AIRWAY 89

FROM	TO	MEA
Quincy, Ill. LFR	Peoria, Ill. LFR	2000
Peoria,Ill. LFR	Pontiac INT, Ill.	2300

§610.290 RED CIVIL AIRWAY 90

FROM	TO	MEA
Camarillo, Calif. LFR	Canoga Park, Calif. ILS/LOM	5000
Canoga Park, Calif. ILS/LOM	Burbank, Calif. LFR	
	E-bound	8000
	W-bound	5000

§610.291 RED CIVIL AIRWAY 91

FROM	TO	MEA
*Dunkirk, N. Y. LF/RBN	Dansville, N. Y. LF/RBN	4000

*3000 - MCA Dunkirk LF/RBN, E-bound

Dansville, N. Y. LF/RBN	Waterloo INT, N. Y.	4000
Waterloo INT, N. Y.	Syracuse, N. Y. LFR	2000

§610.292 RED CIVIL AIRWAY 92

FROM	TO	MEA
Sault Ste Marie, Mich. LFR	*Sudbury, Ont. Canada LFR	3000

*For that airspace over U.S. Territory

§610.293 RED CIVIL AIRWAY 93

FROM	TO	MEA
Lincoln, Neb. LFR	Glenwood INT, Iowa	2500

§610.294 RED CIVIL AIRWAY 94

FROM	TO	MEA
Providence, R. I. LFR	Otis, Mass. LF/RBN	1500
Otis, Mass. LF/RBN	Hyannis, Mass. LF/RBN	1500

§610.295 RED CIVIL AIRWAY 95

FROM	TO	MEA
Elmira, N. Y. LFR	Sherrill INT, N. Y.	3500
Sherrill INT, N. Y.	Utica, N.Y. LFR	3000

§610.296 RED CIVIL AIRWAY 96

FROM	TO	MEA
Palacios, Tex. LFR	Arcola INT, Tex.	1400
Arcola INT, Tex.	Houston, Tex. LFR	1400
Houston, Tex. LFR	Beaumont, Tex. LFR	1600
Beaumont,Tex.LFR	Lake Charles,La. LFR	1500
Lake Charles,La. LFR	Lafayette,La. LF/RBN	1500
Lafayette,La. LF/RBN	Baton Rouge,La. LFR	1500

§610.297 RED CIVIL AIRWAY 97

FROM	TO	MEA
Lakehead, Ont. Canada LFR	Sault Ste Marie, Mich. LFR	*2800

*For that airspace over U.S. Territory

Sault Ste Marie, Mich. LFR	Wiarton, Ont. Canada LFR	*2100

*For that airspace over U. S. Territory

§610.298 RED CIVIL AIRWAY 98

FROM	TO	MEA
Vichy, Mo. LF/RBN	Belleville, Ill. Scott AFB, LFR	2500

§610.299 RED CIVIL AIRWAY 99

FROM	TO	MEA
Kukaklek INT, Alaska	Iliamna, Alaska LFR	4000
Iliamna, Alaska LFR	Bruin Bay INT, Alaska	5500

§610.300 RED CIVIL AIRWAY 100

FROM	TO	MEA
South Bend, Ind. LFR	Battle Creek, Mich. LFR	2300

§610.271 RED CIVIL AIRWAY 71

FROM	TO	MEA
Hueco Mt. INT, Tex.	Roswell, N.Mex. LFR	8800
Roswell, N.Mex. LFR	Elkins INT, N.Mex.	5600
Elkins INT N. Mex.	Flying M INT, N. Mex.	5500
Flying M INT, N. Mex.	Lubbock, Tex. LFR	5200
Lubbock, Tex. LFR	Guthrie, Tex. VAR	4500
Guthrie, Tex. VAR	Wichita Falls, Tex. LFR	3000

§610.272 RED CIVIL AIRWAY 72

FROM	TO	MEA
Hartly INT, Del.	New Castle, Del. LFR	1600
New Castle, Del. LFR	INT N crs New Castle & W crs Philadelphia, Pa.	1800
West Chester INT, Pa.	Wing INT, Pa.	1900
Wing INT, Pa.	Willow Grove, Pa. LFR	2000
Willow Grove, Pa. LFR	Belle Mead INT, N.J.	1700
Belle Mead INT, N.J.	Chatham, N.J. LF/RBN	2000
Chatham, N.J. LF/RBN	Paterson, N.J. LF/RBN	2000

§610.273 RED CIVIL AIRWAY 73

FROM	TO	MEA
INT W course New Castle, Del. & W course Philadelphia, Pa. LFR	New Castle, Del. LFR	1800
New Castle, Del. LFR	Elmer INT, N.J.	1600

§610.276 RED CIVIL AIRWAY 76

FROM	TO	MEA
Williams, Calif. LFR	Auburn INT, Calif.	
	W-bound	4000
	E-bound	7000

§610.277 RED CIVIL AIRWAY 77

FROM	TO	MEA
Greensboro, N.C LFR	Lynchburg, Va. LFR	3000
Lynchburg, Va. LFR	Sheppard INT, Va.	3000
Sheppards INT, Va	Morven INT, Va.	
	E-bound	2000
	W-bound	3000
Morven INT, Va.	Richmond, Va. LFR	2000
Richmond, Va. LFR	Tappahannock, Va. LFR	1500
Tappahannock, Va. LFR	Dover, Del. LFR	1500
Dover, Del. LFR	Atlantic City, N.J. LFR	1500

§610.278 RED CIVIL AIRWAY 78

FROM	TO	MEA
Ashland INT, Ore.	Klamath Falls, Ore. LFR	9500

§610.279 RED CIVIL AIRWAY 79

FROM	TO	MEA
Nean Bay, Wash. LFR	Port Angeles, CGAS Wash. LF/RBN	6000
Port Angeles, CGAS Wash. LF/RBN	Dungeness, Wash. FM	3000
Port Gamble INT, Wash.	Everett, Wash. LFR	2000

§610.280 RED CIVIL AIRWAY 80

FROM	TO	MEA
Avon INT, Mont.	Craig INT, Mont.	9500
Craig INT, Mont.	*Great Falls, Mont. LFR	8500
*6600 - MCA Great Falls, LFR, SW-bound		
*Great Falls, Mont. LFR	Lewistown, Mont. LFR	9000
*6800 - MCA Great Falls LFR, E-bound		
Lewistown, Mont. LFR	Forest Grove INT, Mont.	8000
Forest Grove INT, Mont.	Miles City, Mont. LFR	7000

§610.281 RED CIVIL AIRWAY 81

FROM	TO	MEA
Lansing, Mich. LFR	Chelsea INT, Mich.	2900
Chelsea INT, Mich.	Manchester INT, Mich.	2300

§610.282 RED CIVIL AIRWAY 82

FROM	TO	MEA
Skwentna, Alaska LFR	Willow INT, Alaska	4200
*Willow INT, Alaska	Wasilla INT, Alaska	7000
*6400 - MCA Willow INT, E-bound		

§610.283 RED CIVIL AIRWAY 83

FROM	TO	MEA
White Tank INT, Ariz.	Gila Bend, Ariz. LFR	5000
Gila Bend, Ariz. LFR	Tucson, Ariz. LF/RBN	7000

§610.284 RED CIVIL AIRWAY 84

FROM	TO	MEA
Meridian, Miss. LFR	Marion INT, Ala.	2000
Marion INT, Ala.	Montgomery Maxwell AFB, Ala. LFR	1500
Montgomery, Maxwell AFB Ala. LFR	Columbus, Lawson AFB Ga. LFR	2000

§610.285 RED CIVIL AIRWAY 85

FROM	TO	MEA
Columbiana INT, Ohio	Butler, Pa. LF/RBN	2500
Butler, Pa. LF/RBN	Apollo INT, Pa.	3000
Apollo INT, Pa.	Altoona, Pa. LFR	4500

RED CIVIL AIRWAY 45 - cont'd.

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	Loch Raven INT, Md.	2000
Loch Raven INT, Md.	Lancaster, Pa. LF/RBN	2000
Lancaster, Pa. LF/RBN	Willow Grove, Pa. LFR	2500

§610.246 RED CIVIL AIRWAY 46

FROM	TO	MEA
U. S. Canadian Border LFR	Minot, N. D. LFR	4000
Minot, N. D. LFR	Jamestown, N. D. LFR	3400

§610.247 RED CIVIL AIRWAY 47

FROM	TO	MEA
Tampa, Fla. LFR	Orlando, Fla. LFR	1700
Orlando, Fla. LFR	Daytona Beach, Fla. LFR	1300

§610.248 RED CIVIL AIRWAY 48

FROM	TO	MEA
Canton INT, Mont.	Sixteen INT, Mont.	11,000
Sixteen INT, Mont.	Livingston, Mont. LFR	
	S-bound	10,000
	N-bound	11,000

§610.249 RED CIVIL AIRWAY 49

FROM	TO	MEA
*Elko, Nev. LFR	Wendover, Utah LFR	12,500
*12,000 - MCA Elko LFR, E-bound		
Wendover, Utah LFR	Salt Lake City, Utah LFR	11,000
*Salt Lake City, Utah LFR	Ft. Bridger, Wyo. LFR	13,000
*12,000 MCA Salt Lake City, LFR, NE-bound		
Ft. Bridger, Wyo. LFR	Kemmerer INT, Wyo.	10,000

§610.250 RED CIVIL AIRWAY 50

FROM	TO	MEA
Galtan INT, Alaska	Tanana, Alaska LFR	3800
Tanana, Alaska LFR	Fairtan INT, Alaska	4000

§610.251 RED CIVIL AIRWAY 51

FROM	TO	MEA
Blackstone, Va. LFR	Dinwiddie INT, Va.	1500
Dinwiddie INT, Va.	Langley, Va. LFR	1500

§610.252 RED CIVIL AIRWAY 52

FROM	TO	MEA
Memphis, Tenn. LFR	Muscle Shoals, Ala. LFR	2000
Muscle Shoals, Ala. LFR	Garden City INT, Ala.	2500

§610.253 RED CIVIL AIRWAY 53

FROM	TO	MEA
*Portland, Ore. LFR	**The Dalles, Ore. LFR	7000
*4000 - MCA Portland LFR, E-bound		
**4500 - MCA The Dalles LFR, W-bound		
The Dalles, Oreg. LFR	Pendleton, Oreg. LFR	4000
Pendleton, Oreg. LFR	Walla Walla, Wash. LFR	5000
Walla Walla, Wash. LFR	Spokane, Wash. LFR	5000

§610.254 RED CIVIL AIRWAY 54

FROM	TO	MEA
*Burley, Ida. LFR	Spring Bay INT, Utah	11,500
*10,000 - MCA Burley LFR, SE-bound		
Spring Bay INT, Utah	Promontory Point, Utah LF/RBN	11,000
Promontory Pt., Utah LF/RBN	Stansbury INT, Utah	
	S-bound	11000
	N-bound	9000

§610.255 RED CIVIL AIRWAY 55

FROM	TO	MEA
Mid Lake INT, Ill.	South Bend, Ind. LFR	2300
South Bend, Ind. LFR	Goshen, Ind. LFR	2400
Goshen, Ind. LFR	Hicksville INT, Ohio	2800
Hicksville INT, Ohio	Findlay, Ohio LF/RBN	2300
Findlay, Ohio LF/RBN	Columbus, Ohio LFR	2500

§610.256 RED CIVIL AIRWAY 56

FROM	TO	MEA
Delta INT, Calif.	Whitmore, Calif. LFR	8000

§610.257 RED CIVIL AIRWAY 57

FROM	TO	MEA
Des Moines, Iowa LFR	Cedar Rapids, Iowa LF/RBN	2200
Cedar Rapids, Iowa LF/RBN	Moline, Ill. LF/RBN	2100
Moline, Ill. LF/RBN	Rockford, Ill. LFR	2500
Rockford, Ill. LFR	Milwaukee, Wis. LFR	2300
Milwaukee, Wis. LFR	Battle Creek, Mich. LFR	2500
Battle Creek, Mich. LFR	Toledo, Ohio LFR	2200
*Akron, Ohio LFR	Youngstown, Ohio LFR	2500
*2500 - MCA Akron LFR, E-bound		

§610.258 RED CIVIL AIRWAY 58

FROM	TO	MEA
Augusta, Me. LFR	Bangor, Me. LFR	2300
Bangor, Me. LFR	U.S. Canadian Boundary LFR	2500

§610.302 RED CIVIL AIRWAY 102

FROM	TO	MEA
INT S crs Louisville, Ky. & 88 - 268 mag. brg. Lexington, Ky. LF/RBN	Lexington, Ky. LF/RBN	2200
Lexington, Ky. LF/RBN	Huntington, W. Va. LF/RBN	2500

§610.303 RED CIVIL AIRWAY 103

FROM	TO	MEA
Kenai, Alaska LFR	Skilak INT, Alaska	1500
*Skilak INT, Alaska	Cleare INT, Alaska	9000
*6100 - MCA Skilak INT, SE-bound		
Cleare INT, Alaska	Middleton Island, Alaska LF/RBN	2000

§610.304 RED CIVIL AIRWAY 104

FROM	TO	MEA
Greensboro, N. C. LFR	Pittsboro INT, N. C.	2500
Pittsboro INT, N. C.	INT SE Greensboro & S.Raleigh, N.C. LFR	1600

§610.305 RED CIVIL AIRWAY 105

FROM	TO	MEA
Cassoday INT, Kans.	Chanute, Kans. LFR	2800
Chanute, Kans. LFR	INT E crs Chanute & 336 mag. rad. Neosho, Mo. LFR	2300

§610.306 RED CIVIL AIRWAY 106

FROM	TO	MEA
Scottsbluff, Nebr. LFR	Chappell INT, Nebr.	5800

§610.307 RED CIVIL AIRWAY 107

FROM	TO	MEA
Stanton, Minn. LF/RBN	Red Wing INT, Minn.	2400

§610.308 RED CIVIL AIRWAY 108

FROM	TO	MEA
Promontory Point, Utah LF/RBN	Corinne, Utah LF/RBN	11,000
Corinne, Utah LF/RBN	Fort Bridger, Utah LFR	12,000

§610.309 RED CIVIL AIRWAY 109

*Portland,Ore. LFR	**The Dalles,Ore.LFR	7000
*4000 - MCA Portland LFR, E-bound		
**6000 - MCA The Dalles LFR, N-bound		
The Dalles, Oreg. LFR	Yakima, Wash. LFR	8000
Yakima, Wash. LFR	INT NW Yakima & S Ellensburg, Wash. LFR	4500
INT NW Yakima & S Ellensburg, Wash. LFR	Ellensburg, Wash. LFR	5500

RED CIVIL AIRWAY 109 - cont'd.

FROM	TO	MEA
Ellensburg, Wash. LFR	Ephrata, Wash. LFR	7000
Trinidad INT, Wash.	Ephrata, Wash. LFR E-bound only	4000
Ephrata, Wash. LFR	Spokane, Wash. LFR	5000
Harrington, Wash. FM	Ephrata, Wash. LFR W-bound only	4000

§610.601 BLUE CIVIL AIRWAY 1

FROM	TO	MEA
Miami, Fla. LFR	La Belle INT,Fla.	1100
La Belle INT,Fla.	Tampa, Fla. LFR	1300

§610.602 BLUE CIVIL AIRWAY 2

FROM	TO	MEA
INT SE crs. Craig AFB, Ala. & N crs. Crestview, Fla. LFR	Greenville INT, Ala.	1800
Greenville INT, Ala.	Mulberry INT, Ala.	1700
Mulberry INT, Ala.	Birmingham, Ala. LFR	2700
Birmingham, Ala. LFR	Garden City INT, Ala.	2500
Garden City INT, Ala.	Chattanooga, Tenn. LFR	4000
Chattanooga, Tenn. LFR	*Watts INT, Tenn.	3000
*3000 - MCA Watts INT, S-bound		
Pittsburgh, Pa. LFR	Butler, Pa. LF/RBN	3000
Butler, Pa. LF/RBN	Erie, Pa. LFR	3000

§610.603 BLUE CIVIL AIRWAY 3

FROM	TO	MEA
Miami, Fla.LFR	Tamiami INT,Fla.	1100
Tamiami INT,Fla.	Ft. Myers, Fla. LF/RBN	1200
Ft. Myers, Fla. LF/RBN	Tampa, Fla. LFR	1200
Tampa, Fla.LFR	Tidewater INT,Fla.	1500
Tidewater INT,Fla.	Cross City, Fla. LFR	1200
Cross City, Fla. LFR	Drifton INT, Fla.	1300
Marianna INT, Fla.	Dothan, Ala. LFR	1400
Dothan, Ala. LFR	Mt. Meigs, Ala. LF/RBN	1700
Mt. Meigs, Ala. LF/RBN	Maxwell, AFB Ala. LFR	1600
Maxwell, AFB Ala. LFR	Eden INT, Ala.	2500
Muscle Shoals, Ala. LFR	Fairview INT, Tenn.	2500
Kokoma, Ind. LF/RBN	Goshen, Ind. LFR	2100
Goshen, Ind. LFR	Union INT, Mich.	2200
Union INT, Mich.	Kalamazoo INT, Mich.	2300
Kalamazoo INT, Mich.	Grand Rapids, Mich. LFR	2200
Grand Rapids, Mich. LFR	Traverse City,Mich LFR	2800

BLUE CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Traverse City, Mich. LFR	Pellston, Mich. LF/RBN	2400
Pellston, Mich. LF/RBN	Sault Ste Marie, Mich. LFR	2200

§610.604 BLUE CIVIL AIRWAY 4

FROM	TO	MEA
INT N crs Boston & SE crs Concord, N. H. LFR	Concord, N. H. LFR	2000
Concord, N. H. LFR	Northfield INT, Vt.	5000
Northfield INT, Vt.	Huntington, Vt. FM	6000
Huntington, Vt. FM	Burlington, Vt. LFR N-bound	2600
*Burlington, Vt. LFR	Huntington, Vt. FM S-bound	6000
*3500 - MCA Burlington LFR, SE-bound		
Burlington, Vt. LFR	*Hemingford, P.Q. Canada LF/RBN	1500
*For that airspace over U. S. Territory		

§610.605 BLUE CIVIL AIRWAY 5

FROM	TO	MEA
Galveston, Tex. LFR	Houston, Tex. LFR	1400
Houston, Tex.LFR	Bryan, Tex. LFR	1800
Bryan, Tex. LFR	Waco, Tex. LFR	2000
Waco, Tex. LFR	Waxahachie INT, Tex.	2000
Waxahachie INT, Tex.	*Duncanville, Tex. LF/RBN	2800
*2200 - MCA Duncanville LF/RBN, S-bound		
Duncanville, Tex. LF/RBN	Dallas, Tex. LFR	2000
Dallas, Tex. LFR	Farmers Branch INT, Tex.	1800
Farmers Branch INT, Tex.	Pilot Point INT, Tex.	1800
Pilot Point INT, Tex.	Ardmore, Okla. LF/RBN	2200
Ardmore, Okla. LF/RBN	Tinker AFB, Okla. LFR	2700
Oklahoma City, Okla. LFR	Crescent INT, Okla.	3100
Crescent INT, Okla.	Oxford INT, Kans.	3000
Oxford INT, Kans.	Wichita, Kans. LFR	2500
Wichita, Kans. LFR	Newton INT, Kans.	3000
INT E crs Hutchinson & S crs Salina, Kans. VAR	Salina, Kans. VAR	2800

§610.606 BLUE CIVIL AIRWAY 6

FROM	TO	MEA
Abilene, Tex. LFR	Wichita Falls, Tex. LFR	3000
Wichita Falls, Tex. LFR	Washington INT, Okla.	2700

BLUE CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Scott AFB, Belleville, Ill. LFR	Wood River INT, Ill.	2100
Wood River INT, Ill.	Jerseyville INT, Ill.	2000
*Springfield,Ill. LFR	Peoria,Ill.LFR	2300
*2000 - MCA Springfield LFR, N-bound		
N. Liberty INT, Ind.	South Bend, Ind. LFR	2000
South Bend, Ind. LFR	Benton Harbor INT, Mich.	2100
Bangor INT, Ind.	Muskegon, Mich. LFR	1800

§610.607 BLUE CIVIL AIRWAY 7

FROM	TO	MEA
Gilroy INT, Calif.	Altamont INT, Calif.	6500
Altamont INT, Calif.	Travis AFB, Calif. LFR	5000
Travis AFB, Calif. LFR	Williams, Calif. LFR	4000

§610.608 BLUE CIVIL AIRWAY 8

FROM	TO	MEA
Fargo, N. Dak. LFR	Grand Forks, N. Dak. LFR	2300
Grand Forks, N. Dak. LFR	Pembina, N. Dak. LFR	2100
Pembina, N. D. LFR	U. S. Canadian Border LFR	2000

§610.609 BLUE CIVIL AIRWAY 9

FROM	TO	MEA
Springfield, Mo. LFR	Columbia, Mo. LFR	2300
Rochester, Minn. LFR	Red Wing INT, Minn.	2800
Minneapolis,Minn. LFR	*Duluth,Minn. LFR	2500
*3000 - MCA Duluth LFR, N-bound		
Duluth, Minn. LFR	U.S. Canadian Boundary LFR	3300

§610.610 BLUE CIVIL AIRWAY 10

FROM	TO	MEA
Fresno, Calif. LFR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	Morgan Hill, Calif. FM	6000
Morgan Hill, Calif. FM	*Evergreen, Calif. LF/RBN NW-bound only	5000
	SE-bound	6000
*6000 - MCA Evergreen LF/RBN, SE-bound		
*Evergreen. Calif. LF/RBN	Oakland, Calif. LFR	5000
*6000 - MCA Evergreen LF/RBN, SE-bound		
Oakland, Calif. LFR	Richmond INT, Calif.	3000
Richmond INT, Calif.	Williams, Calif. LFR	6000

§610.611 BLUE CIVIL AIRWAY 11

FROM	TO	MEA
Findlay, Ohio LF/RBN	Alvada INT, Ohio	2100
Alvada INT, Ohio	Cleveland, Ohio LFR	2000
Cleveland, Ohio LFR	Perry, Ohio LF/RBN	2500
Perry, Ohio LF/RBN	INT N crs Youngstown & SW crs Erie, Pa. LFR	2300
INT N crs Youngstown & SW crs Erie, Pa. LFR	Erie, Pa. LFR	2000
Erie, Pa. LFR	*Dunkirk, N. Y. LF/RBN	2500

*3000 - MCA Dunkirk LF/RBN, E-bound

§610.613 BLUE CIVIL AIRWAY 13

FROM	TO	MEA
Houston, Tex. LFR	Lufkin, Tex. LF/RBN	1500
Lufkin, Tex. LF/RBN	Shreveport, La. LFR	1700
Shreveport, La. LFR	Texarkana, Ark. LFR	1900
Texarkana, Ark. LFR	*Hartford INT, Ark.	3800
*Hartford INT, Ark.	Ft. Smith, Ark. LF/RBN	3800

*6000 - MRA

Liberty INT, Mo.	Des Moines, Iowa LFR	2300

§610.614 BLUE CIVIL AIRWAY 14

FROM	TO	MEA
INT W crs El Centro, Calif. & a brg. 150 mag. from Julian, Calif. LF/RBN	Julian, Calif. LF/RBN	9000
Fontana, Calif. FM S-bound	Riverside, Calif. LFR	5000
*Riverside, Calif. LFR N-bound	Fontana, Calif. FM	12,000

*11,000 MCA Riverside LFR, N-bound

Fontana, Calif. FM	*Palmdale, Calif. LFR	12,000

*11,000 MCA Palmdale LFR, SE-bound

*Palmdale, Calif. LFR	Wheeler Ridge INT, Calif.	10,000

*8000 - MCA Palmdale LFR, NW-bound

Los Banos INT, Calif.	Stockton, Calif. LFR	3000
Stockton, Calif. LFR	Galt INT, Calif.	2000

§610.615 BLUE CIVIL AIRWAY 15

FROM	TO	MEA
Huntington, W. Va. LF/RBN	Columbus, Ohio LFR	2500
Akron, Ohio ILS/LOM	Alliance INT, Ohio	2500
Alliance INT, Ohio	Hubbard, Ohio LF/RBN	3000

§610.616 BLUE CIVIL AIRWAY 16

FROM	TO	MEA
Boykins INT, Va.	Waverly, Va. LFR	1500
Waverly, Va. LFR	Tappahannock, Va. LFR	1400

§610.617 BLUE CIVIL AIRWAY 17

FROM	TO	MEA
Topsfield INT, Me.	Houlton, Me. LFR	2500
Houlton, Me. LFR	Maple Grove, INT, Me.	3000
Maple Grove INT, Me.	Presque Isle, Me. LFR	2000

§610.618 BLUE CIVIL AIRWAY 18

FROM	TO	MEA
Freehold INT, N. J.	Idlewild, N. Y. LFR	1500
Idlewild, N.Y. LFR	Glen Cove INT, N. Y.	1500
Ridgewood INT, N. J.	West Point INT, N. Y.	2500
West Point INT, N. Y.	Poughkeepsie, N. Y. LFR	2600
Poughkeepsie, N. Y. LFR	Hyde Park INT, N. Y.	2600
Hyde Park INT, N. Y.	Red Hook INT, N. Y.	
	N-bound	5000
	S-bound	2600
Red Hook INT, N. Y.	Albany, N. Y. LFR	5000
Coxsackie, N. Y. FM	Albany, N. Y. LFR N-bound	2200
	S-bound	5000
Albany, N. Y. LF/RBN	Burlington, Vt. LFR	4500
Glens Falls, N. Y. LF/RBN	Albany, N. Y. LF/RBN S-bound only	3000
Vergennes, N. Y. FM	Burlington, Vt. LFR N-bound	2000
Burlington, Vt. LFR	Vergennes, N. Y. LFR S-bound	4500
Burlington, Vt. LFR	U. S. Canadian Boundary LFR	3000

§610.619 BLUE CIVIL AIRWAY 19

FROM	TO	MEA
Key West, Fla. LFR	Miami, Fla. LFR	1400
Miami, Fla. LFR	Melbourne, Fla. LFR	1300
Melbourne, Fla. LFR	Orlando, Fla. LFR	1200

§610.620 BLUE CIVIL AIRWAY 20

FROM	TO	MEA
Port Norris INT, N. J.	Millville, N. J. LFR	1500
Millville, N. J. LFR	Philadelphia, Pa. LFR	1500
Philadelphia, Pa. LFR	Wings INT, Pa.	2000
Wings INT, Pa.	Allentown, Pa. LFR	2500

§610.622 BLUE CIVIL AIRWAY 22

FROM	TO	MEA
Corner Stone INT, Ark.	Little Rock, Ark. LFR	1800
Little Rock, Ark. LFR	Ft. Smith, Ark. LF/RBN	3800
Ft. Smith, Ark. LF/RBN	Tulsa, Okla. LFR	2600
Tulsa, Okla. LFR	Oxford INT, Kans.	2500

§610.623 BLUE CIVIL AIRWAY 23

FROM	TO	MEA
Norfolk, Navy Va. LFR	Chincoteague, Navy Va. LFR	1500

§610.625 BLUE CIVIL AIRWAY 25

FROM	TO	MEA
Seal INT, Alaska	Rocks INT, Alaska	1000
Rocks INT, Alaska	Hinchinbrook, Alaska LFR	4300
*Hinchinbrook, Alaska LFR	Gulkana, Alaska LFR	9500

*7400 - MCA Hinchinbrook LFR, NE-bound

Gulkana, Alaska LFR	*Big Delta, Alaska LFR	13,000

*10,600 - MCA Big Delta LFR, S-bound

§610.626 BLUE CIVIL AIRWAY 26

FROM	TO	MEA
Anchorage, Merrill Alaska LFR	Willow INT, Alaska	2500
*Willow INT, Alaska	Talkeetna, Alaska LFR	4800

*2500 - MCA Willow INT, N-bound

*Talkeetna, Alaska LFR	Summit, Alaska LFR	10,000

*6400 - MCA Talkeetna LFR, N-bound

Summit, Alaska LFR	*Nenana, Alaska LFR	9500

*6000 - MCA Nenana LFR, S-bound

Healy, Alaska FM	Nenana, Alaska LFR N-bound only	6500
*Nenana, Alaska LFR	Nenabank INT, Alaska	2600

*7000 - MCA Nenana LFR, S-bound

§610.627 BLUE CIVIL AIRWAY 27

FROM	TO	MEA
*Kodiak, Alaska LFR	Rocky Point INT, Alaska	6700

*3800 - MCA Kodiak LFR, W-bound

Rocky Point INT, Alaska	King Salmon, Alaska LFR	8300
King Salmon, Alaska LFR	Bethel, Alaska LFR	7500
Bethel, Alaska LFR	Nome, Alaska LFR	3500
*Nome, Alaska LFR	**Kotzebue, Alaska LFR	6000

*4000 - MCA Nome LFR, NE-bound

**1200 - MCA Kotzebue LFR, SW-bound

§610.628 BLUE CIVIL AIRWAY 28

FROM	TO	MEA
Charleston, S.C. LFR	Columbia, S.C. LFR	1500
Columbia, S.C. LFR	Spartanburg, S.C. LFR	2000
Spartanburg, S.C. LFR	Fairview INT, N.C.	6300
Fairview INT, N.C.	Bulls Gap INT, Tenn.	8000

§610.629 BLUE CIVIL AIRWAY 29

FROM	TO	MEA
Raleigh, N.C. LFR	S. Boston INT, Va.	2000
S. Boston INT, Va.	Lynchburg, Va. LFR	2500

§610.630 BLUE CIVIL AIRWAY 30

FROM	TO	MEA
Kingsville INT, Tex.	Driscoll INT, Tex.	1300
Driscoll INT, Tex.	Corpus Christi, Tex. LFR	1400
Corpus Christi, Tex. LFR	Clareville INT, Tex.	1400
Clareville INT, Tex.	Losoya INT, Tex.	1800
Losoya INT. Tex.	Kelly, Tex. LFR	2000
Big Spring, Tex. LFR	Lubbock, Tex. LFR	4500
Lubbock, Tex. LFR	Amarillo, Tex. LFR	5000
Amarillo, Tex. LFR	Dalhart, Tex. LF/RBN	5300
Dalhart, Tex. LF/RBN	Purgatoire River INT, Colo.	8900
Purgatoire River INT, Colo.	Pueblo, Colo. LFR	7500

§610.631 BLUE CIVIL AIRWAY 31

FROM	TO	MEA
Monmouth INT, Ill.	Moline, Ill. LF/RBN	2100
Avon INT, Ill.	Madison, Ill. LFR	2400

§610.632 BLUE CIVIL AIRWAY 32

FROM	TO	MEA
*Skwentna, Alaska LFR	Talkeetna, Alaska LF/RBN	5000

*4100 - MCA Skwentna LFR, NE-bound

§610.633 BLUE CIVIL AIRWAY 33

FROM	TO	MEA
Lansing, Mich. LFR	Saginaw, Mich. LF/RBN	2000

§610.634 BLUE CIVIL AIRWAY 34

FROM	TO	MEA
Terre Haute, Ind. LFR	Clinton INT, Ind.	2000
Clinton INT, Ind.	Chanute, Ill. LFR	1900
Chanute, Ill. LFR	INT NW Chanute, Ill. & SW Joliet, Ill. LFR	1900

§610.635 BLUE CIVIL AIRWAY 35

FROM	TO	MEA
*Camarillo, Calif. LFR	Wheeler Ridge INT Calif.	10,000

*7000 - MCA Camarillo, LFR, N-bound

§610.636 BLUE CIVIL AIRWAY 36

FROM	TO	MEA
Akron, Colo. LFR	Kimball INT,Colo.	6100

§610.637 BLUE CIVIL AIRWAY 37

FROM	TO	MEA
Medicine Bow INT, Wyo.	*Casper, Wyo. LFR	11,000
*10,000 - MCA Casper LFR, S-bound		
Casper, Wyo. LFR	Wright INT, Wyo.	7500

§610.638 BLUE CIVIL AIRWAY 38

FROM	TO	MEA
Five Finger, Alaska LF/RBN	Sisters Island INT, Alaska	7000
Sisters Island INT, Alaska	Gustavus, Alaska LFR	4500
*Gustavus,Alaska LFR	Haines, Alaska LF/RBN	9400
*7000 - MCA Gustavus LFR, NE-bound		
Haines, Alaska LF/RBN	Whitehorse, Y.T. LFR	*10,300
*For that airspace over U.S. Territory		

§610.639 BLUE CIVIL AIRWAY 39

FROM	TO	MEA
Savannah, Ga. LFR	Millen INT, Ga.	1400
Millen INT, Ga.	Augusta, Ga. LFR	1500
Augusta, Ga. LFR	Greenville, S.C. LFR	
	N-bound	3000
	S-bound	2000
Tri-City, Tenn. LFR	Paynesville, W.Va. LF/RBN	6300
Paynesville, W.Va. LF/RBN	Charleston, W.Va. LFR	5000
Sutton INT, W.Va.	Morgantown, W.Va. LFR	4000
Morgantown, W.Va. LFR	Mt.Pleasant INT, Pa.	3600
Mt.Pleasant INT, Pa.	New Alexandria, Pa. LF/RBN	3600
INT SW crs Elmira, N.Y. & E crs Philipsburg, Pa. LFR	Elmira, N.Y. LFR	4500

§610.640 BLUE CIVIL AIRWAY 40

FROM	TO	MEA
Concord, N.H. LFR	Lebanon, N.H. LFR	5000
Lebanon, N.H. LFR	Montpelier, Vt. LFR	4500
Montpelier, Vt. LFR	*Burlington, Vt. LFR	6000
*3500 - MCA Burlington LFR, S-bound		

§610.641 BLUE CIVIL AIRWAY 41

FROM	TO	MEA
Port Chester INT, N.Y.	Bridgeport, Conn. LFR	1500
Bridgeport, Conn. LFR	Hartford, Conn. LFR	2000
Hartford, Conn. LFR	Westfield, Mass. LFR	2500

BLUE CIVIL AIRWAY 41 - cont'd.

FROM	TO	MEA
Westfield, Mass. LFR	Hadley INT, Mass.	3000
Hadley INT, Mass.	Greenfield INT, Mass.	3500
Greenfield INT, Mass.	Concord, N.H. LFR	5000
Concord, N.H. LFR	Portland, Me. LFR	2500
Rockland, Me. LF/RBN	Bangor, Me. LFR	2500
Bangor, Me. LFR	Topsfield INT,Me.	2500
Topsfield INT, Me.	U.S. Canadian Boundary LFR	2500

§610.642 BLUE CIVIL AIRWAY 42

FROM	TO	MEA
Burr Oak INT, Mich.	Battle Creek, Mich. LFR	2100
Battle Creek, Mich. LFR	INT N crs Battle Creek,& SE crs Grand Rapids LFR	2200
INT N crs Battle Creek & SE crs Grand Rapids LFR	Grand Rapids, Mich. LFR	2000
Grand Rapids, Mich. LFR	Saginaw, Mich. LF/RBN	2200

§610.644 BLUE CIVIL AIRWAY 44

FROM	TO	MEA
Indianapolis, Ind. LFR	Kokomo, Ind LF/RBN	2800
Kokomo, Ind. LF/RBN	Ft.Wayne, Ind. LFR	2000
Ft.Wayne, Ind. LFR	Archbold INT, Ohio	2300
Dundee INT, Mich.	U.S. Canada Boundary LFR	2300

§610.645 BLUE CIVIL AIRWAY 45

FROM	TO	MEA
Greenfield INT, Mass.	Keene, N.H. LF/RBN	5000
Keene, N.H. LF/RBN	Lebanon, N.H. LF/RBN	5000
Montpelier, Vt. LFR	Newport, Vt. LF/RBN	5000

§610.646 BLUE CIVIL AIRWAY 46

FROM	TO	MEA
Memphis, Tenn. LFR	Cuba INT, Tenn.	2300
Cuba INT, Tenn.	Dyersburg, Tenn. LF/RBN	2000
Dyersburg, Tenn. LF/RBN	Paducah, Ky. LF/RBN	1500

§610.647 BLUE CIVIL AIRWAY 47

FROM	TO	MEA
INT NE crs Raleigh, N.C. & SE crs Blackstone, Va. LFR	Blackstone, Va. LFR	1500
Blackstone, Va. LFR	*Gordonsville, Va. LFR	2000
*3000 - MCA Gordonsville LFR, N-bound		
INT SE crs Front Royal,Va. & SE crs Arcola, Va. LFR	Front Royal, Va. LFR	5000
Front Royal, Va. LFR	INT N crs Front Royal, Va. & NW crs Arcola, Va. LFR	4500
Flint Stone INT, Md.	Altoona, Pa. LFR	4500
Alttona, Pa. LFR	Philipsburg, Pa. LFR	4500
Philipsburg, Pa. LFR	Bradford, Pa. LF/RBN	4000
Bradford, Pa. LF/RBN	*Dunkirk, N.Y. LF/RBN	4200
*3000 - MCA Dunkirk LF/RBN, SE-bound		

§610.649 BLUE CIVIL AIRWAY 49

FROM	TO	MEA
INT SE crs Philadelphia,Pa. & SW crs Atlantic City, N.J. VAR	Millville, N.J. LFR	1500
Millville, N.J. LFR	INT NW crs Millville & E crs New Castle, Del. LFR	1600
INT NW Millville & E crs New Castle LFR	Boothwyn INT, Pa.	1800

§610.651 BLUE CIVIL AIRWAY 51

FROM	TO	MEA
Speedway INT, Utah	Lucin, Utah LFR	12,000
Lucin,Utah LFR	*Burley, Ida.LFR	12000
*8000 - MCA Burley LFR, SW-bound		
Burley, Ida, LFR	Minidoka INT,Ida.	7000
Minidoka INT, Ida.	Pocatello, Ida. LFR	7000
Pocatello, Ida. LFR	Dubois, Ida. LFR	7500

§610.652 BLUE CIVIL AIRWAY 52

FROM	TO	MEA
Bradley INT, Calif.	Fresno, Calif. LFR	7000

§610.653 BLUE CIVIL AIRWAY 53

FROM	TO	MEA
Salem INT, Conn.	Hartford, Conn. LFR	2000

§610.654 BLUE CIVIL AIRWAY 54

FROM	TO	MEA
*Evergreen, Calif. LF/RBN	San Francisco, Calif. LFR	3000
*6000 - MCA Evergreen LF/RBN, SE-bound		

§610.655 BLUE CIVIL AIRWAY 55

FROM	TO	MEA
Crestview, Fla. LFR	Andalusia INT, Ala.	1500
Andalusia INT, Ala.	Maxwell AFB, Ala. LFR	2500

§610.656 BLUE CIVIL AIRWAY 56

FROM	TO	MEA
Weeksville, N.C. LFR	Norfold, Va. VAR	1500
Hampton INT, Va.	Langley, Va. LFR	1500
Langley, Va. LFR	Andrews, Md. LFR	1500

§610.657 BLUE CIVIL AIRWAY 57

FROM	TO	MEA
Bishop Creek INT, Nev.	Goose Creek INT, Nev.	12,000
Goose Creek INT, Nev.	Oakley INT, Ida.	12,000

§610.658 BLUE CIVIL AIRWAY 58

FROM	TO	MEA
Nantucket, Mass. LF/RBN	Hyannis, Mass. LF/RBN	1500
Hyannis, Mass. LF/RBN	Squantum, Mass. LFR	1500

§610.659 BLUE CIVIL AIRWAY 59

FROM	TO	MEA
Pensacola, Fla. LFR	McDavid INT, Fla.	1300
McDavid INT, Fla.	Goodway INT, Ala.	1400

§610.660 BLUE CIVIL AIRWAY 60

FROM	TO	MEA
Moffett NAS, Calif. LFR	INT NE crs Moffett, NAS & W crs Stockton LFR	5000

§610.661 BLUE CIVIL AIRWAY 61

FROM	TO	MEA
Springfield, Mo. LFR	Belton INT, Mo.	2500
Belton INT, Mo.	Kansas City, Mo. LFR	3000

§610.663 BLUE CIVIL AIRWAY 63

FROM	TO	MEA
Concord, N.H. LFR	Laconia, N.H LF/RBN	4000
Laconia, N.H. LF/RBN	North Conway, N.H. LF/RBN	6000
North Conway,N.H. LF/RBN	Berlin, N.H. LF/RBN	8000

§610.664 BLUE CIVIL AIRWAY 64

FROM	TO	MEA
Wink, Tex. LFR	Hobbs, N.MEX. LFR	5000

§610.665 BLUE CIVIL AIRWAY 65

FROM	TO	MEA
Shuyak, Alaska LF/RBN	Anchor Point INT, Alaska	4000
Anchor Point INT, Alaska	Homer, Alaska LFR	2500

§610.666 BLUE CIVIL AIRWAY 66

FROM	TO	MEA
Bridgeport, Conn. LFR	Poughkeepsie, N.Y. LFR	2400

§610.667 BLUE CIVIL AIRWAY 67

FROM	TO	MEA
Yuma, Ariz. LFR	Blythe, Calif. LFR	5000
Blythe, Calif. LFR	Needles, Calif. LFR	6000
Needles, Calif. LFR	Willow Beach INT, Ariz.	8000

§610.668 BLUE CIVIL AIRWAY 68

FROM	TO	MEA
Midland, Tex. LFR	Midland INT, TEX.	4000

§610.669 BLUE CIVIL AIRWAY 69

FROM	TO	MEA
St.Louis, Mo. LFR	Quincy, Ill. LF/RBN	2000

§610.670 BLUE CIVIL AIRWAY 70

FROM	TO	MEA
Clifton INT, Tex.	Lipan INT, Tex.	2300
Lipan INT, Tex.	Mineral Wells, Tex. LF/RBN	2300
Mineral Wells, Tex. LF/RBN	Alvord INT, Tex.	2500
Alvord INT, Tex.	Ardmore, Okla. LF/RBN	2600
Ardmore, Okla. LF/RBN	Okemah INT, Okla.	2700
Okemah INT, Okla.	Tulsa, Okla. LFR	2400

§610.671 BLUE CIVIL AIRWAY 71

FROM	TO	MEA
Toledo, Wash. LFR	Shelton, Wash. LF/RBN	4000
Shelton, Wash. LF/RBN	Seattle, Wash. LFR	2000

§610.672 BLUE CIVIL AIRWAY 72

FROM	TO	MEA
Enid, Vance AFB, Okla. LF/RBN	Oxford INT, Kans.	2600

§610.675 BLUE CIVIL AIRWAY 75

FROM	TO	MEA
Cleveland, Ohio LFR	*London, Ont. Canada LFR	2400

*For that airspace over U.S. Territory

§610.676 BLUE CIVIL AIRWAY 76

FROM	TO	MEA
Sinclair, Wyo.LFR	*Casper, Wyo. LFR	11,000

*10,000 - MCA Casper LFR, SW-bound

§610.678 BLUE CIVIL AIRWAY 78

FROM	TO	MEA
Spring Bay INT, Utah	Malad City, Ida. LFR	11,000

§610.679 BLUE CIVIL AIRWAY 79

FROM	TO	MEA
Banks INT, Canada	Annette Island, Alaska LFR	2800
*Annette Island, Alaska LFR	Guard Island INT, Alaska	4700

*3200 - MCA Annette Island LFR, NW-bound

Guard Island INT, Alaska	Petersburg,Alaska LFR	5700
Petersburg, Alaska LFR	Five Finger, Alaska LF/RBN	5700
Five Finger, Alaska LF/RBN	Thane INT, Alaska	8000
Thane INT, Alaska	Haines, Alaska LFR	9000

§610.680 BLUE CIVIL AIRWAY 80

FROM	TO	MEA
Darby INT, Alaska	Moses Point, Alaska LFR	3600

§610.681 BLUE CIVIL AIRWAY 81

FROM	TO	MEA
Charleston, W.Va. LFR	Zanesville, Ohio LF/RBN	2500
Zanesville, Ohio LF/RBN	Akron, Ohio LFR	2400
Akron, Ohio LFR	Parkman INT, Ohio	2500

§610.684 BLUE CIVIL AIRWAY 84

FROM	TO	MEA
Augusta, Me. LFR	Rockland, Me. LF/RBN	2000
Rockland, Me. LF/RBN	Bar Harbor, Me. LF/RBN	2000
Bar Harbor, Me. LF/RBN	Bangor, Me. LFR	2500
Bangor, Me. LFR	Millinocket, Me. LFR	2300

§610.685 BLUE CIVIL AIRWAY 85

FROM	TO	MEA
Danville INT, Kans.	Hutchinson, Kans. LFR	2800

§610.686 BLUE CIVIL AIRWAY 86

FROM	TO	MEA
Goshen, Ind. LFR	Ft.Wayne,Ind. LFR	2300

§610.687 BLUE CIVIL AIRWAY 87

FROM	TO	MEA
Lexington, Ky. LF/RBN	Cincinnati, Ohio LFR	2300
Cincinnati, Ohio LFR	Wright-Patterson AFB, Dayton, Ohio LFR	2500
Wright-Patterson AFB, Dayton, Ohio LFR	North Hampton INT, Ohio	2200

§610.1001 DIRECT ROUTES - U. S.

FROM	TO	MEA
Albany, Ga. LFR	Columbus, Lawson AFB, Ga. LFR	1600
Albany, Ga. LFR	Walnut INT, Ga.	2200
Albany, Ga. LFR	Valdosta, Ga. LF/RBN	1600
Albany, N. Y. VOR	Massena, N. Y. VOR	6500
Alexandria, La. LFR	Monroe, La. LFR	1500
Alice, Tex. LFR	Austin, Tex. LFR	3000
Allentown, Pa. LFR	Chatham, N. J. LF/RBN	2500
Alma, Ga. LFR	Albany, Ga. LFR	1600
Altamont INT, Calif.	Newark, Calif. LF/RBN SW-bound only	5000
Amarillo, Tex. LFR	Roswell, N. Mex. LFR	5500
Ashton INT, Idaho	Dubois, Idaho LFR	9000
Ashton INT, Idaho	Idaho Falls, Idaho LFR	8000
Atlanta, Ga. LFR	Savannah, Ga. LFR	2000
Atlanta, Ga. LFR	Rome, Ga. LFR	3100
Atlanta, Ga. LFR	Atlanta, NAS Ga. LFR	3000
Atlanta, NAS Ga. LFR	Knoxville, Tenn. LFR	7000
Atlanta, Ga. LFR Via LFR direct	Columbus, Ga. VOR Via VOR direct	2900
Augusta, Ga. LFR	Spartanburg, S. C. LFR	2300
Austin, Tex. LFR	San Angelo, Tex. LFR	3500
Baker, Ore. LFR	LaGrande, Ore LF/RBN N-bound S-bound	8000 10,000
*Bakersfield, Calif. LFR	**Palmdale, Calif. LFR	10,000

*8000 - MCA Bakersfield LFR, SE-bound

**8000 - MCA Palmdale LFR, NW-bound

*Bakersfield, Calif. LFR	Daggett, Calif. LFR	10,000

*9000 - MCA Bakersfield LFR, SE-bound

Baldwin City INT, Kans.	Topeka, Kans. LF/RBN	2400
Baton Rouge, La. LFR	Lake Charles, La. LFR	1500
Bay Point, Calif. FM	Newark, Calif. LF/RBN S-bound only	6000
Beaumont, Tex. LFR	Lufkin, Tex. LF/RBN	1500
Beaumont, Tex. LFR	Galveston, Tex. LFR	1400
Belton INT, Mo.	Liberty, Mo. LF/RBN	2400
Binghamton, N. Y. VOR	Poughkeepsie, N. Y. VOR	6500
Binghamton, N. Y. VOR	Wilton, Conn. VOR	5000
Birmingham, Ala. LFR	Huntsville, Ala. VOR	2500
Birmingham, Ala. VOR via radial 008	Huntsville, Ala. VOR via radial 135	4000
Birmingham, Ala. LFR	Jackson, Miss. LFR W-bound	2000

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Birmingham, Ala. LFR	Muscle Shoals, Ala. LFR	2500
Birmingham, Ala. LFR	INT S crs Muscle Shoals, Ala. LFR with a direct crs between Birmingham, Ala. & Memphis, Tenn. LFR	2500
Birmingham, Ala. LFR	Memphis, Tenn. LFR	2500
INT S crs Muscle Shoals, Ala. LFR with a direct crs between Birmingham, Ala. & Memphis, Tenn. LFR	Memphis, Tenn. LFR	2000
Blackwell INT, Okla.	Ponca City, Okla. LF/RBN	2300
*Blythe, Calif. LFR	Gila Bend, Ariz. LFR	7000

*5000 - MCA Blythe LFR, SE-bound

Bonner Springs INT, Kans.	Farley, Mo. LF/RBN N-bound only	2400
Boothwyn INT, Pa.	Reading INT, Pa.	2500
*Boston, Mass. VOR	Worcester, Mass. VOR	2000

*This operation is over V-3 utilizing the Worcester LOM

Buckner INT, Mo.	Liberty, Mo. LF/RBN W-bound only	2200
*Burbank, Calif. LFR	Simi INT, Calif. LFR	6000

*5000 - MCA Burbank LFR, NW-bound

Burbank, Calif. LFR	*Downey, Calif. LF/RBN	5000

*4000 MCA Downey LF/RBN, NW-bound

Canoga Park, Calif. LF/RBN	Downey, Calif. LF/RBN	5000
Canoga Park, Calif. LF/RBN	Los Angeles, Calif. LF/RBN	5000
Carlsbad, N. Mex. LFR	Orla INT, Tex. LFR	5000
Carlsbad, N. Mex. VOR	Gore INT, Tex. VOR	6000
Carlsbad, N. Mex. VOR via direct radial	Wink, Tex. LFR via direct radial	4500
Cartersville INT, Ga.	Rome, Ga. LFR	2800
Casper, Wyo. LFR	INT N crs Sinclair, Wyo. LFR & W crs Casper, Wyo. LFR E-bound only	8800
Charleston, S. C. LFR	Lumberton, N. C. LF/RBN	1300
Charleston, S. C. LFR	Norfolk, Va. LFR	1400
Charleston, W. Va. LFR	Columbus, Ohio LFR	2200
Charlotte, N. C. LFR	Hickory, N. C. VAR	3500

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Charlotte, N. C. LFR	INT of a direct crs between Charlotte, N. C. LFR & Raleigh, N. C. with the SE crs of Greensboro, N. C. LFR	2100
INT of a direct crs between Charlotte, N. C. LFR & Raleigh, N. C. with the SE crs of Greensboro, N. C. LFR	Raleigh, N. C. LFR	2100
Charlotte, N. C. LFR	Greensboro, N. C. LFR	2800
Charlotte, N. C. LFR	Winston-Salem, N. C. LFR	2800
Charlotte, N. C. LFR	Sprout Springs INT, N. C.	2200
Chatham, N. J. LF/RBN	INT 79 - 259 mag. crs Chatham, N. J. LF/RBN & W crs LaGuardia LFR SW-bound only	2000
Chatham, N. J. LF/RBN	Little Ferry INT, N. Y.	2000
Chatham, N. J. LF/RBN	Yonkers INT, N. Y.	2000
Chattanooga, Tenn. LFR	Birmingham, Ala. LFR	4000
Chattanooga, Tenn. LFR	Louisville, Ky. LFR	4500
Chattanooga, Tenn. LFR	INT direct crs between Chattanooga, Tenn. & Louisville, Ky. LFR with a 60 mag. brg. from Bowling Green, Ky. LFR	4500
INT direct crs between Chattanooga, Tenn. & Louisville, Ky. LFR with a 60 mag. brg. from Bowling Green, Ky. LFR	Louisville, Ky. LFR	2600
Cleveland, Ohio LFR	Clear Creek, Ont. Canada LFR	2400
Cleveland, Ohio LFR	London, Ont. Canada LFR	2100
Clint, Tex. LF/RBN	Van Horn, Tex. LF/RBN	9000
Clinton INT, Kans.	Topeka, Kans. LF/RBN	2400
Clovis AFB, N.Mex. LF/RBN *11500 - MRA	*Field INT, N.Mex.	7000
Clovis AFB, N.Mex. LF/RBN	Pleasant Hill INT, N.Mex.	7000
Clovis AFB, N.Mex. LF/RBN *10000 - MRA	*Farwell INT, Tex.	5500

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Columbia, S. C. LFR	Greensboro, N. C. LFR	2500
Columbia, S. C. LFR	Charlotte, N. C. LFR	2500
Columbia, S. C. LFR	Atlanta, Ga. LFR	2800
Columbia, S. C. LFR	Bold Springs INT, Ga.	2000
Columbia, S. C. LFR	Greensville, S. C. LFR	2400
Columbia, Mo. LFR	Olathe, Kans. LFR	2400
Columbus, Ga. LFR	Montgomery, Ala. LFR	1600
Columbus, Ga. VOR via LFR direct	Maxwell, Ga. LFR via LFR direct	2000
Columbus, Ga. LFR	Atlanta, Ga. LFR	2900
Columbus, N. Mex. LFR	Deming, N. Mex. LF/RBN	9400
Coyle INT, N. J.	McGuire, N. J. LFR	1500
Crescent INT, Okla.	Tulsa, Okla. LFR	2400
Cross City. Fla. LFR	Albany, Ga. LFR	1500
Culberson, Tex. VOR	Gore INT, Tex.	6300
Dallas, Tex. LFR	Greenville INT, Tex.	2000
Dallas, Tex. LFR	Houston, Tex. LFR	2000
Dallas, Tex. LFR	Tulsa, Okla. LFR	2200
Dallas, Tex. LFR	INT direct crs Dallas to Van Buren, Ark. LF/RBN & SE crs Perrin LFR	2300
INT direct crs Dallas to Van Buren, Ark. LF/RBN & SE crs Perrin LFR	Van Buren, Ark. LF/RBN	4000
*DeGraff INT, Kans. *4800 - MRA	Towanda, Kans. LF/RBN W-bound only	2800
Des Moines, Iowa LFR	Sioux City, Iowa LFR	2600
De Soto INT, Kans.	Topeka, Kans. LF/RBN	2500
Dothan, Ala. LFR	Columbus, Ga. LFR	1600
Duluth, Minn. LFR	Fargo, N. Dak. LFR	3100
Duncanville, Tex. LF/RBN	Greenville INT, Tex.	2000
Dyersburg, Tenn. VOR	Nashville, Tenn. VOR	2500
Dyersburg, Tenn. LF/RBN	Nashville, Tenn. LFR	2500
Dyersburg, Tenn. LF/RBN	Memphis, Tenn. LFR	2300
Elko, Nev. LFR	Boise, Idaho LFR N-bound 12,500 S-bound 13,500	
El Paso, Tex. LFR	Van Horn, Tex. LF/RBN	9000
Enid, Vance AFB Okla. LFR	Okla. City, Okla. LFR	2500
Enid, Vance AFB Okla. LFR	Ponca City, Okla. LF/RBN	2600

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Enid, Vance AFB Okla. LFR	Gage, Okla. LFR	3600
INT S crs Erie, Pa. LFR & SW crs Buffalo, N. Y. LFR	Dunkirk, N. Y. LF/RBN	3500
Farley, Kans. LF/RBN	De Soto INT, Kans.	2400
Farley, Kans. LF/RBN	Topeka, Kans. LF/RBN	2500
Farley, Mo. LF/RBN	St. Joseph, Mo. ILS/LOM	2400
Fayetteville, N. C. LF/RBN	Myrtle Beach, N. C. LF/RBN	1500
Flintstone INT, Md.	INT W crs Martinsburg, W. Va. LFR & S crs Altoona, Pa. LFR	4000
Florence, S. C. LFR	Greensboro, N. C. LFR	3000
Forbes, Kans. LFR	Topeka, Kans. LF/RBN	3000
Fort Jones, Calif. LFR *8000 - MCA Fort Jones INT, E-bound	*Fort Jones INT, Calif.	11,000
Fort Jones INT, Calif.	Arcata, Calif. LFR	6000
Fort Jones, Calif. LFR	Montague, Calif. LF/RBN	9000
Fort Smith, Ark. LF/RBN	Springfield, Mo. LFR	3800
Fortuna, Calif. VOR	Fort Jones INT, Calif.	6000
Fort Worth, Tex. LFR	Dallas, Tex. LFR	2000
Fort Worth, Tex. LFR	Duncanville, Tex. LF/RBN	2200
Fort Worth INT, Tex.	Duncanville, Tex. LF/RBN	2200
Fort Worth, Tex. LFR	INT SW crs Wichita Falls, Tex. LFR & a direct crs between Ft. Worth, Tex. LFR & Lubbock, Tex. LFR	2500
INT SW crs Wichita Falls, Tex. LFR & a direct crs between Ft. Worth, Tex. LFR & Lubbock, Tex. LFR	INT S crs Guthrie, Tex. VAR & a direct crs between Ft. Worth, Tex. LFR & Lubbock, Tex. LFR	3500
INT S crs Guthrie, Tex. VAR & a direct crs between Ft. Worth, Tex. & Lubbock, Tex. LFR	Lubbock, Tex. LFR	4500
Ft. Worth, Tex. VOR *2400 - MOCA	Okla. City, Okla. VOR	*6300

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Galveston, Tex. LFR	INT N crs Galveston, Tex. LFR & E crs Houston, Tex. LFR	1400
INT N crs Galveston, Tex. LFR & E crs Houston, Tex. LFR	INT N crs Galveston, Tex. LFR & NE crs Richmond, Tex. LFR	1600
Garden City, Kans. LFR	Gage, Okla. LFR	4300
Gila Bend, Ariz. LFR	Phoenix, Ariz. LFR	0500
Glen Cove, N. J. LF/RBN	New Rochelle, N. Y. LF/RBN	1500
Gordonsville, Va. LFR	Elkins, W. Va. LFR	7000
Gordonsville, Va. VOR	Elkins, W. Va. VOR	7000
Greenfield, Ind. FM	Advance, Ind. FM	2400
Greenfield INT, Mass.	Lebanon, N. H. LF/RBN	5100
Greensboro, N. C. LFR	Roanoke, Va. LFR	5500
Greensboro, N. C. LFR	Lynchburg, Va. LFR	3300
Greenville, S. C. LFR	Augusta, Ga. LFR	2400
Greenville, S. C. LFR	Hendersonville INT, N. C. N-bound 6200 S-bound 5200	
Greenville, S. C. LFR	INT S crs Asheville, N. C. VAR & W crs Greenville, S. C. LFR	4500
Half Moon Bay, Calif. FM	Newark, Calif. LF/RBN	4500
Harrington Ranch INT, N. Mex.	Clint, Tex. LF/RBN	8500
Hartly INT, Del.	INT E crs Balti., Md. LFR & SW Atlantic City, N. J. VAR via E crs Balti., Md. LFR	1500
Haslet, Tex. LF/RBN	Dallas INT, Tex.	2200
Haslet, Tex. LF/RBN	Dallas, Tex. LFR	2200
Haydenburg INT, Tenn.	Corbin, Ky. VAR	4000
Hickory, N. C. VAR	Asheville, N. C. LF/RBN	6500
Hickory, N. C. VAR	INT N crs Hickory, N. C. VAR & NE crs Tri-City, Tenn. LFR	7000
Hobbs, N. Mex. LFR	Midland, Tex. LFR	5000

FROM	TO	MEA
Hobbs, N. Mex. VOR via direct radial	Big Spring, Tex. VOR via direct radial	4300
Hobbs, N. Mex. LFR	Roswell, N. Mex. LFR	6000
Houlton, Me. LFR	Presque Isle, Me. LFR via Sprague ville, Me. LFR	2700
Houston, Tex. LFR	Prairie Hill, Tex. LF/RBN	1800
Huntington INT, N. Y.	Mitchel Field, N. Y. LFR	1500
Huntsville, Ala. VOR	Muscle Shoals, Ala. LFR	2500
Huntsville, Ala. VOR	Muscle Shoals, Ala. VOR W-bound E-bound	2500 3000
Huntsville, Ala. VOR	Nashville, Tenn. VOR	3000
Hutchinson, Kans. LF/RBN	Newton INT, Kans.	3000
Hutchinson, Kans. VOR	Anness INT, Kans.	3000
Hutchinson, Kans. LFR	Viola, Kans. LF/RBN	2800
Hutchinson, Kans. VOR	Wichita, Kans. ILS/LOM	2800
Hutchinson, Kans. LFR	Wichita, Kans. LFR	3400
Int Seattle, Wash. VOR 247 T rad. & Olympia, Wash. VOR 013 T rad.	Int Olympia, Wash VOR 013 T rad. & NW crs Seattle, Wash. LFR	5000
INT NE crs Idlewild, N. Y. ILS & NW crs	INT NW crs Islip, N. Y. VAR & S crs	5000
Islip, N. Y. VAR	Poughkeepsie, N. Y. LFR	
Imperial, Neb. VOR	North Platte, Neb. VOR	4500
Jackson, Miss. LFR	Baton Rouge, La. LFR	2000
Jackson, Miss. LFR	Birmingham, Ala. LFR E-bound only	2500
Jacksonville, Fla. LFR	Valdosta, Ga. LF/RBN	1200
Johnstown, Pa. LF/RBN	Philipsburg, Pa. LFR	4500
Joliet, Ill. LFR	Peoria, Ill. LFR	2000
Kansas City, Mo. LFR	Columbia, Mo. LFR	4000
Kansas City, Mo. LFR	Des Monies, Iowa LFR	2500
Kansas City, Mo. ILS/LOM	*Plattsburg INT, Mo. via Kansas City ILS localizer crs N-bound S-bound	4500 2500
*4500 - MRA Kansas City ILS localizer crs at Plattsburg INT, Mo.		
Kansas City, Mo. LFR	Topeka, Kans. LF/RBN	2500
Kearney INT, Mo.	Liberty, Mo. LF/RBN S-bound only	2200

FROM	TO	MEA
Key West, Fla. LFR	Miami, Fla. LFR	1400
Key West, Fla. LFR	Tampa, Fla. LFR	1500
Kitsap INT, Wash.	Paine AFB, Wash. LF/RBN)	3000
Knoxville, Tenn. LFR	Chattanooga, Tenn. LFR	3500
Kokomo, Ind. LF/RBN	Lafayette, Ind. VOR	2200
Kokomo, Ind. LF/RBN	Richmond, Ind. LF/RBN	2300
LaGrande, Ore. LF/RBN	Pendleton, Ore. LFR	8000
LaGrange, Ga. VOR	Columbus, Ga. VOR	2000
*La Habra, Calif. FM	Burbank, Calif. LFR	5000
*4000 - MCA La Habra FM, NW-bound only		
La Junta, Colo. LFR	Colorado Sprgs, Colo. LFR	8000
La Junta, Colo. LFR	INT NW crs La Junta, Colo. LFR & N crs Pueblo, Colo. LFR	8000
Lake Carey, Pa. FM	Binghamton, N.Y. VOR	3500
Lakehurst, N.J. LFR	Asbury Park, N.J. FM	1500
Lansing, Mich. LFR	Bangor INT, Mich.	2300
Laredo, Tex. LFR	INT SE crs Laredo, Tex. LFR & W crs Brownsville, Tex. LFR	1900
INT SE crs Laredo, Tex. LFR & W crs Brownsville, Tex. LFR	Brownsville, Tex. LFR	1600
Lexington, Ky. LF/RBN	Louisville, Ky. LFR	2400
Little Rock, Ark. LFR	Advance, Mo. LFR	1800
Little Rock, Ark. LFR	INT 357 - 177 mag. Little Rock, Ark. LFR & SE crs Springfield, Mo. LFR	3000
INT 357 - 177 mag. Little Rock, Ark. LFR & SE crs Springfield, Mo. LFR	Springfield, Mo. LFR	3000
Long Beach, Calif. LFR	Downey, Calif. LF/RBN	3000
Los Gatos INT, Calif.	Moffett, Calif. LFR N-bound only	4000
Louisville, Ky. LFR	Smithville, Tenn. LFR	2400
Lovelock, Nev. LFR	Rome, Ore. LFR	12,000
Lovelock, Nev. VOR	Sod House, Nev. VOR	12,000
Lubbock, Tex. LFR	Abilene, Tex. LFR	5100

FROM	TO	MEA
Lubbock, Tex. VOR via direct radial	Abilene, Tex. VOR via direct radial	5100
Lubbock, Tex. LFR	Hobbs, N.Mex. LFR	5000
Lubbock, Tex. LFR	Tucumcari, N.Mex. LFR	6500
Lufkin, Tex. LF/RBN	Tyler, Tex. LFR	2000
McGuire, N.J. LFR	Columbus INT, N.J.	1500
Martha's Vineyard, Mass. LF/RBN	INT 196 -16 mag crs Martha's Vineyard, Mass. LF/RBN & W crs Nantucket, Mass. VAR	1300
Martha's Vineyard, Mass. LF/RBN	Nantucket, Mass. VAR and/or Nantucket, Mass. LF/RBN	1300
Mason City, Iowa LFR	Rochester, Minn. LFR	2500
Memphis, Tenn. VOR	Flippin, Ark. VOR	3800
Memphis, Tenn. LFR	INT of a direct line between Memphis, Tenn. LFR & Little Rock, Ark. LFR & N crs Stuttgart, Ark. LFR	1800
INT of a direct line between Memphis, Tenn. LFR & Little Rock, Ark. LFR & N crs Stuttgart, Ark. LFR	Little Rock, Ark. LFR	1500
Milwaukee, Wis. LFR	South Bend, Ind. LFR	2500
Minneapolis, Minn. ILS/LOM	Redwood Falls, Minn. VOR	*3500
*2200 - MOCA		
*Mirage INT, Calif.	Summit INT, Calif.	12,000
*12,000 - MCA Mirage INT, S-bound		
Mitchel Field, N.Y. LFR	Idlewild, N.Y. LFR	1500
Momence INT, Ill.	Veedersburg INT, Ind.	2000
Monroe, La. LFR	Alexandria, La. LFR	1500
Monument Houston, Tex. LF/RBN	Beaumont, Tex, LFR	1600
Mount Vernon Int, Va.	Charlotte Hall, Md. LF/RBN	1500
Murphy, N.C. LF/RBN	Chattanooga, Tenn. LFR	6500
Murphy, N.C. LF/RBN	INT SW crs Asheville, N.C. VAR & W crs Greenville, S.C. LFR	7500

FROM	TO	MEA
INT SW crs Asheville, N.C. VAR & W crs Greenville, S.C. LFR	Greenville, S.C. LFR	4500
Nashville, Tenn. LFR	Bowling Green, Ky. LFR	2000
Neah Bay, Wash. LFR	Dungeness INT, Wash.	5000
Newalla, Okla. FM	Washington, Okla. FM	2500
Newark, N.J. LFR	Ambrose INT, N.J.	1500
Newark, N.J. LFR	Asbury Park, N.J. FM	1500
Newark, N.J. LFR	Paterson, N.J. LF/RBN	2000
New Brunswick INT, N.J.	Flatbush, N.Y. LF/RBN	1500
New Castle, Del. LFR	Millville, N.J. LFR	1600
New Castle, Del. LFR	INT E crs New Castle, Del. LFR & N crs Atlantic City, N.J. LFR	1500
Newton INT, Kans.	North Fork, Kans. LF/RBN	3000
INT W crs New Castle, Del. LFR & N crs Baltimore, Md. LFR	Calvert INT, Md. via W crs New Castle, Del. LFR	2000
New Orleans, La. LFR	Meridian, Miss. LFR	1700
New Rochelle, N.Y. LF/RBN	Paterson, N.J. LF/RBN	2000
New Rochelle, N.Y. LF/RBN	Poughkeepsie, N.Y. LFR	2800
New York, LaGuardia, N.Y. LFR	Poughkeepsie, N.Y. LFR	2800
New York, LaGuardia, N.Y. LFR	Paterson, N.J. LF/RBN	2500
North Fork, Kans. LF/RBN	Wichita, Kans. ILS/LOM	2800
North Phila., Pa. LFR	Willow Grove, Pa. LFR	1800
North Platte, Neb. LFR	Sioux Falls, S. Dak. LFR	4500
INT E crs Okla. City, Okla. LFR & SW crs Tulsa, Okla. LFR	INT E crs Okla. City, Okla. LFR & 20 -200 mag. bearing Tulsa, Okla. LFR	2100
Omaha, Neb. LFR	Minneapolis, Minn. LFR	2800
Orlando, Fla. LFR	Jacksonville, Fla. LFR	1500
Orrick INT, Mo.	Liberty, Mo. LF/RBN W-bound only	2200
Otis AFB, Mass. LF/RBN	Martha's Vineyard, Mass. LF/RBN	1500
Ottawa INT, Kans.	Forbes, AFB Kans. LFR	2400

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Oxford, Kans. LF/RBN	Viola, Kans. LF/RBN	2500
Palacios, Tex. LFR	Richmond, Tex. LFR	1500
Palm Springs INT, Calif.	Needles, Calif. LFR NE-bound only	8000
Pensacola, Fla. LFR	Harold INT, Fla.	1500
Philadelphia, Pa. LFR	Atlantic City, N.J. LFR	1500
Plattsburg INT, Mo.	St.Joseph, Mo. LFR W-bound only	2400
Ponca City, Okla. LF/RBN	Oklahoma City, Okla. LFR	3100
Ponca City, Okla. LF/RBN	Wichita, Kans. LFR	2500
Ponca City, Okla. LF/RBN	Viola, Kans. LF/RBN	2500
Ponca City, Okla. LF/RBN	Tulsa, Okla. LFR	2400
Port Arthur INT, Tex.	Beaumont, Tex. LFR	1400
Raleigh, N.C. LFR	Wilmington, N.C. LF/RBN	2000
Reading, Pa. ILS localizer	*INT S crs Reading, Pa. ILS & E crs Harrisburg, Pa. LFR	2500
*Control area extension - 601.1017		
Reading, Pa. LF/RBN	Philadelphia, Pa. LFR	2000
Red Bluff, Calif. VOR	Fortuna, Calif. VOR	9500
Richmond, Ind. LF/RBN	Mount Healthy, Ohio LF/RBN	2200
Richmond, Ind. LF/RBN	Cincinnati, Ohio LFR	2200
Richmond, Tex. LFR	Fairbanks INT, Tex.	1800
Fairbanks INT, Tex.	INT NE crs Richmond, Tex. LFR & a dir.crs Houston, Tex.LFR Lufkin,Tex. LFR	1500
Richmond, Va. LFR	Wilmington, N.C. LF/RBN	1500
Richmond, Va. LFR	Rocky Mount, N.C. VAR	1500
Riverdale, Md. LF/RBN	Lisbon INT, Md.	2000
Roanoke, Va. LFR	Elkins, W.Va. LFR	7000
Roanoke, Va. LFR	Danville, Va. LF/RBN SE-bound	4200
Roanoke, Va. LFR	Danville, Va. LFR NW- bound	4500
Rochester, Minn. VOR	Diamond Bluff INT, Wis.	2800
Rocky Mount, N.C. VAR	Raleigh, N.C. LFR	1500
Rome, Ga. LFR	Chattanooga, Tenn. LFR	3900
Rome, Ore. VOR	Boise, Idaho VOR	10,000
Roswell, N.Mex. LFR	Lubbock, Tex. LFR	6000

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
St.Joseph, Mo. VOR	INT S crs Lincoln, Nebr. LFR & 101 -284 mag. brg. Grand Island LFR & St.Joseph, Mo. VOR via St. Joseph,Mo. VOR & Grand Island LFR	2600
INT S crs Lincoln, Nebr. LFR & 101 -284 mag. brg. Grand Island LFR & St. Joseph, Mo. VOR	Lincoln, Nebr. LFR	2700
St. Joseph, Mo. VOR	Lincoln, Nebr. LFR	2700
St.Louis, Mo. LFR	Belleville, Scott AFB Ill. LFR	2100
St.Louis, Mo. LFR	Jamestown INT, Ill,	2000
St.Louis, Mo. LFR	Vichy, Mo. LFR	2200
St.Peters INT, Mo.	Jerseyville INT, Ill.	2000
Salinas, Calif. VOR	Evergreen, Calif. LF/RBN	6000
Salinas, Calif. VOR	Moffett, Calif. LFR	6000
San Angelo, Tex. LFR	Abilene, Tex. LFR	3800
San Francisco, Calif. LFR	Half Moon Bay INT, Calif.	4000
San Francisco, Calif. LFR	Newark, Calif. LF/RBN	4000
Savannah, Ga. LFR	Columbia,S.C. LFR	1500
Savannah, Ga. LFR	Macon, Ga. LFR	1600
Shreveport, La. LFR	Prescott INT, Ark.	1700
Shreveport, La. LFR	Texarkana, Ark. LFR	1700
Silver Lake, Calif. LFR	Granite INT, Calif.	9000
Sioux City, Iowa VOR *2800 - MOCA	Mason City, Iowa VOR	*5600
Sioux City, Iowa LFR	Mason City, Iowa VOR	2800
Smithville, Tenn. LFR	Chattanooga, Tenn. LFR	4500
Smyrna INT, Ga.	Bold Springs INT, Ga.	2800
Sod House, Nev. VOR	Rome, Ore. VOR	10,500
Sod House, Nev. VOR	Boise, Idaho VOR	11,000
Spartanburg, S.C. LFR	Charlotte, N.C. LFR	2800
Spartanburg, S.C. LFR	Chattanooga, Tenn. LFR	7500
Spartanburg, S.C. LFR	Greenville, S.C. LFR	3000
Springfield, Mo. LFR	Joplin, Mo. LFR	2600
Sprout Springs INT, N.C.	Wilmington, N.C. VAR	1500

DIRECT ROUTES - U.S. - cont'd.

§610.1001 DIRECT ROUTES - U. S.

FROM	TO	MEA
Stockton, Calif. LFR	Newark, Calif. LF/RBN	5000
Tampa, Fla. LFR	Suwannee INT, Fla.	1300
Terre Haute, Ind. VOR	Chicago Heights, Ill. VOR	1900
The Dalles, Ore. VOR	Yakima, Wash. VOR	8000
Thurman, Colo. VOR	Akron, Colo. VOR	6000
Topeka, Kans. VOR	St.Joseph,Mo. VOR	2400
Travis AFB, Calif. LFR	Stockton, Calif. LFR	3000
Tri-City, Tenn. LFR	INT of a direct crs between Tri City, Tenn. & Winston-Salem, N. C. LFR with the N crs of Hickory, N.C. VAR	7500
INT of a direct crs between Tri-City, Tenn. LFR & Winston-Salem, N.C. LFR with the N crs of Hickory,N.C. VAR	Winston-Salem, N.C. LFR	6500
Tulsa, Okla LFR	Ft.Worth, Tex. LFR	2500
Tuscaloosa, Ala. LF/RBN	Muscle Shoals, Ala. LFR	2500
Tyler, Tex. LFR	Dallas, Tex. LFR	2000
Tyler, Tex. LFR	Houston, Tex. LFR	1600
Ukiah, Calif. VOR	Williams, Calif. LFR	7000
Valdosta, Ga. LF/RBN	Tallahassee, Fla. LFR	1400
Van Buren, Ark. LF/RBN	Springfield, Mo. LFR	3800
Vinland INT, Kans.	Topeka, Kans. LF/RBN	2400
West Palm Beach, Fla. LFR	Ft.Myers, Fla. LFR	1400
West Palm Beach, Fla. LFR	Tampa, Fla. LFR	2100
Weston INT, Nebr.	Lincoln, Nebr. LFR	2500
White Water INT, Kans.	Towanda, Kans. LF/RBN S-bound only	2800
Wichita, Kans. VOR	Walton INT, Kans.	3400
Wichita Falls, Tex. LFR	Big Spring, Tex. LFR	4000
INT SW crs Wichita Falls, Tex. LFR & direct crs between Ft.Worth, Tex. LFR & Lubbock, Tex. LFR	Lubbock, Tex. LFR	4500

DIRECT ROUTES - U.S. - cont'd.

§610.1001 DIRECT ROUTES - U. S.

FROM	TO	MEA
Wilkes-Barre - Scranton, Pa. VOR	Stroudsburg INT, Pa.	4000
Willow Grove, Pa. LFR	Allentown, Pa. LFR	2500
Winston-Salem, N.C. LFR	Hickory, N.C. VAR	4000
Winston-Salem, N.C. LFR	Roanoke Va. LFR	6000
Worcester, Mass. LF/RBN LOM	Boston, Mass. VOR	2000
Worcester, Mass. VOR	*Hartford, Conn. VOR	2400
*This operation is over V-3 Utilizing the Worcester LOM		
Yoakum, Tex. LF/RBN	Losoya INT, Tex.	2200
Yoakum, Tex. LF/RBN	Kelly, Tex. LFR	2200
Yoakum, Tex. LF/RBN	Richmond, Tex. LFR	1500

§610.1002 DIRECT ROUTES - ALASKA

FROM	TO	MEA
Galena, Alaska LFR	Kotzebue, Alaska LF/RBN	5500
*Gustavus, Alaska LFR	**Sitka, Alaska LFR	5500
*2500 - MCA Gustavus LFR, S-bound		
**2500 - MCA Sitka LFR, N-bound		
McGrath, Alaska LFR	Galena, Alaska LFR	5500
Middleton Island, Alaska LF/RBN	Seal INT, Alaska	2000
*Sisters Island, Alaska LF/RBN	INT 55 -235 mag. brg. Sisters Island LF/RBN & 145 -325 mag. brg. Gustavus LFR	5500
*3000 - MCA Sisters Island LF/RBN W-bound		
*Sisters Island, Alaska LF/RBN	**Sitka, Alaska LFR	7500
*4000 - MCA Sisters Island LF/RBN, S-bound		
**2500 - MCA Sitka LFR, N-bound		
*Skwentna, Alaska LFR	**Farewell, Alaska LFR	11,500
*9000 - MCA Skwentna LFR, W-bound		
**11,000 - MCA Farewell LFR, SE-bound		
Wichita, Kans. VOR	North Fork, Kans. LF/RBN	3000
Wichita, Kans. LFR	North Fork, Kans. LF/RBN	3000

§610.6001 VOR CIVIL AIRWAY 1

FROM	TO	MEA
Myrtle Beach, S. C. VOR	Wilmington, N.C. VOR	1400
Wilmington, N.C. VOR	New Bern, N.C. VOR	1400
New Bern, N.C. VOR	Williamston, N.C. VAR	1200
Williamston, N.C. VAR	Harrelsville INT, Va.	*1200
*1100 - MOCA		
Harrelsville INT, Va.	Norfolk, Va. ILS localizer	1500
Norfolk, Va. ILS localizer	Whitehurst INT, Va.	1500
Charleston, S.C. VOR	*Jamestown INT, S.C.	1300
*2200 - MRA		
Jamestown INT, S. C.	Myrtle Beach, S.C. VOR	1300
Whitehurst INT, Va.	Salisbury, Md. VOR	1500
Salisbury, Md. VOR	Atlantic City INT, N. J.	*2000
*1500 - MOCA		
Atlantic City INT, N.J.	Coyle, N.J. VOR	1500
Coyle, N.J. VOR	Colts Neck, N.J. VOR	1500

§610.6002 VOR CIVIL AIRWAY 2

FROM	TO	MEA
*Seattle, Wash. VOR	Ellensburg, Wash. VOR	8000
*4000 - MCA Seattle VOR, E-bound		
*Seattle, Wash. VOR	Cumberland INT, Wash.	
Via S alter.	Via S alter.	
	SE-bound	10000
	NW-bound	4000
*6000 - MCA Seattle VOR, SE-bound		
Cumberland INT, Wash.	Ranger Creek INT, Wash.	
Via S alter.	Via S alter.	10000
Ranger Creek INT, Wash.	Thorp INT, Wash.	
Via S alter.	Via S alter.	10000
Thorp INT, Wash.	*Ellensburg, Wash. VOR	
Via S alter.	Via S alter.	
	E-bound	7000
	W-bound	10000
*6700 - MCA Ellensburg VOR, W-bound		
Ellensburg, Wash. VOR	Ephrata, Wash. VOR	7000
Ephrata, Wash. VOR	*Spokane, Wash. VOR	5000
*5600 - MCA Spokane VOR, E-bound		
Rockford, Wash. FM	Spokane, Wash. VOR W-bound only	6000
Spokane, Wash. VOR	Mullen Pass, Idaho VOR	9000
Mullen Pass, Idaho VOR	Missoula, Mont. VOR	9000
Missoula, Mont. VOR	Drummond, Mont. VOR	9000
Drummond, Mont. VOR	Helena, Mont. VOR	9000
INT 119 T. rad. Helena & 338 T. rad. Bozeman, Mont. VOR	Bozeman, Mont. VOR	11,000

VOR CIVIL AIRWAY 2 - cont'd.

FROM	TO	MEA
Bozeman, Mont. VOR	*Livingston, Mont. VOR	10000
*9300 - MCA Livingston VOR, W-bound		
Livingston, Mont. VOR	Billings, Mont. VOR	9000
Billings, Mont. VOR	Miles City, Mont. VOR	5000
Miles City, Mont. VOR	Dickinson, N.Dak. VOR	4500
Dickinson, N. Dak. VOR	Bismarck, N. Dak. VOR	4000
via N alter.	via N alter.	4000
Bismarck, N. Dak. VOR	Jamestown, N. Dak. VOR	3400
via N alter.	via N alter.	3400
Jamestown, N. Dak. VOR	Fargo, N. Dak. VOR	2800
via N alter.	via N alter.	2800
Fargo, N. Dak. VOR	Alexandria, Minn. VOR	2800
via N alter.	via N alter.	2800
Alexandria, Minn. VOR	Minneapolis, Minn. VOR	2600
Minneapolis, Minn. VOR	*Wabasha INT, Wis.	2500
*Wabasha INT, Wis.	La Crosse, Wis. VOR	2600
*3000 - MRA		
Minneapolis, Minn. VOR	Elmo INT, Wis.	
via N alter.	via N alter.	2500
Elmo INT, Wis.	La Crosse, Wis.	
via N alter.	VOR via N alter	2600
La Crosse, Wis. VOR	Lone Rock, Wis. VOR	2600
Via N alter.	Via N alter.	2600
Lone Rock, Wis. VOR	Milwaukee, Wis. VOR	2500
via N alter.	via N alter.	2500
Milwaukee, Wis. VOR	*Cardinal INT, Wis.	2700
*2700 - MCA Cardinal INT, W-bound		
Cardinal INT, Wis.	Muskegon, Mich. VOR	2000
Milwaukee, Wis. VOR	*New Berlin INT, Wis.	
Via S alter.	Via S alter.	2300
*4300 - MRA		
New Berlin INT, Wis.	*Racine INT, Wis.	
Via S alter.	Via S alter.	2000
*3000 - MRA		
Racine INT, Wis.	Sun Fish INT, (Lake Mich)	
Via S alter.	Via S alter.	*3000
*2000 - MOCA		
Sun Fish INT (Lake Mich.)	Muskegon, Mich. VOR	
Via S alter.	Via S alter.	2000
Muskegon, Mich. VOR	Grand Rapids, Mich ILS/LOM	
Via S alter.	Via S alter.	2200
Grand Rapids, Mich. ILS/LOM	Lansing, Mich. VOR	
Via S alter.	Via S alter.	2200
Milwaukee, Wis. VOR	Muskegon, Mich. VOR	
via N alter.	via N alter.	1900
Muskegon, Mich. VOR	Lansing, Mich. VOR	2500
via S alter.	via S alter.	2200

VOR CIVIL AIRWAY 2 - cont'd.

FROM	TO	MEA
Lansing, Mich. VOR	Salem, Mich. VOR	2900
Buffalo, N. Y. VOR	Rochester, N. Y. VOR	2100
East Pembroke, N.Y. FM	Buffalo, N.Y. VOR W-bound only	1900
Rochester, N. Y. VOR	*Fairville INT, N. Y.	2000
*Fairville INT, N. Y.	Syracuse, N. Y. VOR	2000
*3000 - MRA		
Syracuse, N. Y. VOR	Albany, N. Y. VOR	3000
Syracuse, N. Y. VOR	Albany, N. Y. VOR	
via S alter.	via S alter.	4500
Albany, N. Y. VOR	Greenfield INT, Mass.	5500
Grafton, N.Y. FM	Albany, N.Y. VOR W-bound only	3000
*Greenfield INT, Mass.	Gardner, Mass. VOR	3000
*5500 - MCA Greenfield INT, W-bound		
Gardner, Mass. VOR	Boston, Mass. VOR	3000

§610.6003 VOR CIVIL AIRWAY 3

FROM	TO	MEA
Key West, Fla. VOR	Miami, Fla. VOR	1900
Miami, Fla. VOR	Golden Beach INT, Fla.	1400
Golden Beach INT, Fla.	West Palm Beach, Fla. VOR	1500
West Palm Beach, Fla. VOR	Vero Beach, Fla. VOR	1500
via E alter.	via E alter.	1500
Daytona Beach, Fla. VOR	Jacksonville, Fla. VOR	1300
via E alter.	via E alter.	*1700
*1300 - MOCA		
Jacksonville, Fla. VOR	Brunswick, Ga. VOR	1200
Brunswick, Ga. VOR	Savannah, Ga. VOR	1500
Via E alter.	Via E alter.	1500
Jacksonville, Fla. VOR	Callahan INT, Fla.	
Via W alter.	Via W alter.	1200
Callahan INT, Fla.	Brunswick, Ga. VOR	
Via W alter.	Via W alter.	1300
Savannah, Ga. VOR	Charleston, S. C. VOR	1400
via W alter.	via W alter.	1400
Charleston, S.C. VOR	*Lake Moultrie INT, S. C.	1300
*2000 - MRA		
Lake Moultrie INT, S.C.	Florence, S.C. VOR	1300
Charleston, S. C. VOR	Florence, S. C. VOR	
via E alter.	via E alter.	1300
Florence, S. C. VOR	Lumberton, S. C. VOR	2100
Lumberton, S.C. VOR	*Murray INT, N.C.	2100
*3300 - MRA		
Murray INT, N.C.	Raleigh-Durham, N.C. VOR	2100
Florence, N. C. VOR	Raleigh-Durham, N. C. VOR	
via W alter.	via W alter.	*2400
*1800 - MOCA		

VOR CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Raleigh-Durham, N.C. VOR	Lawrenceville, Va. VOR	1800
Lawrenceville, Va. VOR	Flat Rock, Va. VOR	1500
Flat Rock, Va. VOR	Potomac INT, Va.	*3000
*1500 - MOCA		
Lisbon INT, Va.	Parkton INT, Va.	*3000
*2500 - MOCA		
Parkton INT, Va.	West Chester, Pa. VOR	2000
West Chester, Pa. VOR	Caldwell, N. J. VOR	2000
Caldwell, N. J. VOR	Wilton, Conn. VOR	2000
Wilton, Conn. VOR	Hartford, Conn. VOR	2000
Hartford, Conn. VOR	Millbury INT, Mass.	2400
Millbury INT, Mass.	Boston, Mass. VOR	*3000
*2000 - MOCA		
Boston, Mass. VOR	Kennebunk, Me. VOR	1700
Kennebunk, Me. VOR	Augusta, Me. VOR	2000
Augusta, Me. VOR	Bangor, Me. VOR	2300
Bangor, Me. VOR	Houlton, Me. VOR	2000
Houlton, Me. VOR	Presque Isle, Me. VOR	2700

§610.6004 VOR CIVIL AIRWAY 4

FROM	TO	MEA
*Seattle, Wash. VOR	Cumberland INT, Wash. SE-bound	10000
	NW-bound	4000
*6000 - MCA Seattle VOR, SE-bound		
Cumberland INT, Wash.	Ranger Creek INT, Wash.	10000
Ranger Creek INT, Wash.	Tieton INT, Wash.	10000
Tieton INT, Wash.	*Selah INT, Wash.	
	SE-bound	5000
	NW-bound	7000
*7000 - MCA Selah INT, NW-bound		
Selah INT, Wash.	Yakima, Wash. VOR	4500
*Seattle, Wash. VOR	**Carbonado INT, Wash.	
Via S alter.	Via S alter.	6000
*3000 - MCA Seattle VOR, S-bound		
**8500 - MCA Carbonado INT, E-bound		
Carbonado INT, Wash.	Mud Lake INT, Wash.	
Via S alter.	Via S alter.	
	E-bound	10000
	W-bound	8500
Mud Lake INT, Wash.	Ranger Creek INT, Wash.	
Via S alter.	Via S alter.	10000
Ranger Creek INT, Wash.	Tieton INT, Wash.	
Via S alter.	Via S alter.	10000
Tieton INT, Wash.	*Selah INT, Wash.	
Via S alter.	Via S alter.	
	SE-bound	5000
	NW-bound	7000
*7000 - MCA Selah INT, NW-bound		
Selah INT, Wash.	Yakima, Wash. VOR	
Via S alter.	Via S alter.	4500
Yakima, Wash. VOR	*Pendleton, Ore. VOR	5000
*4400 - MCA Pendleton VOR, SE-bound		
LaGrande, Ore. FM	Pendleton, Wash. VOR NW-bound only	7000

VOR CIVIL AIRWAY 4 - cont'd.

FROM	TO	MEA
Pendleton,Ore.VOR	Baker, Ore. VOR	10000
*Pendleton, Ore. VOR	Baker, Ore. VOR	10,000
*4000 - MCA Pendleton VOR, SE-bound		
Baker, Ore. VOR	Boise, Idaho VOR	9000
Payette, Idaho FM	Boise, Idaho VOR SE-bound only	5500
Boise, Idaho VOR	Glenns Ferry INT, Idaho	8500
Glenns Ferry INT, Idaho	Burley, Idaho VOR	9000
Mountain Home, Idaho FM	Boise, Idaho VOR NW-bound only	7600
Boise, Idaho VOR	Glenns Ferry INT, Idaho	
via S alter.	via S alter.	8500
Glenns Ferry INT, Idaho	Twin Falls, Idaho VOR	
via S alter.	via S alter.	8500
Twin Falls, Idaho VOR	Burley, Idaho VOR	
via S alter.	via S alter.	6700
*Burley, Idaho VOR	Malad City, Idaho VOR	11,000
*7100 - MCA Burley VOR, E-bound		
Malad City, Idaho VOR	Green River INT, Wyo.	*13,800
*12000 - MOCA		
Green River INT, Wyo.	Rock Springs, Wyo. VOR	10,000
Rock Springs,Wyo. VOR	Cherokee,Wyo.VOR	10000
Via N alter.	Via N alter.	10000
Cherokee,Wyo.VOR	*Laramie,Wyo.VOR	14000
*13000 - MCA Laramie VOR, W-bound		
*Laramie, Wyo. VOR	**Dacono INT, Colo.	11,500
*10,500 - MCA Laramie VOR, SE-bound		
**8,000 - MCA Dacono INT, NW-bound		
*Dacono INT, Colo.	Denver, Colo. VOR	7500
*8,000 - MCA Dacono INT, NW-bound		
Laramie,Colo.VOR	Munn INT,Colo.	
Via N alter.	Via N alter.	*12500
*11000 - MOCA		
Munn INT,Colo.	*Gill INT,Colo.	
Via N alter.	Via N alter.	**14000
*14000 - MRA		
**7500 - MOCA		
Gill INT,Colo.	Denver,Colo.VOR	
Via N alter.	Via N alter.	7500
Denver,Colo.VOR	Thurman,Colo.VOR	
Via S alter.	Via S alter.	6900
Thurman, Colo. VOR	Goodland, Kans. VOR	5800
via N alter.	via N alter.	5800
Goodland, Kans. VOR	Hill City, Kans. VOR	4700
via N alter.	via N alter.	4700
Hill City, Kans. VOR	Russell, Kans. VOR	3800
Russell, Kans. VOR	Salina, Kans. VOR	3000
Salina, Kans. VOR	Topeka, Kans. VOR	3000
via S alter.	via S alter.	*3600
*3000 - MOCA		
Topeka, Kans. VOR	Kansas City, Mo. VOR	2600
via N alter.	via N alter.	2600

VOR CIVIL AIRWAY 4 - cont'd.

FROM	TO	MEA
Topeka, Kans. VOR	Bonner Springs INT, Kans.	
Via S alter.	Via S alter.	2400
Bonner Springs INT, Kans	Blue Springs, Mo. VOR	
Via S alter.	Via S alter.	*4000
*3000 - MOCA		
Blue Springs, Mo. VOR	Columbia, Mo. VOR	
Via S alter.	Via S alter.	*4000
*2400 - MOCA		
Kansas City, Mo. VOR	*Marshall INT, Mo.	**3400
*4000 - MRA		
**2400 - MOCA		
*Marshall INT, Mo.	Columbia, Mo. VOR	**3400
*4000 - MRA		
**2400 - MOCA		
Kansas City, Mo. VOR	Excelsior INT, Mo.	
via N alter.	via N alter.	2400
Excelsior INT,Mo.	Tina INT, Mo.	
Via N alter.	Via N alter.	*3000
*2400 - MOCA		
Tina INT, Mo.	Columbia, Mo. VOR	
via N alter.	via N alter.	*4900
*2400 - MOCA		
Columbia, Mo. VOR	*New Florence INT, Mo.	2100
*3000 - MRA		
New Florence INT, Mo.	*Monroe INT, Mo.	2100
*3000 - MRA		
Monroe INT, Mo.	St. Louis, Mo. VOR	2100
Columbia, Mo. VOR	St. Louis, Mo. VOR	
via N alter.	via N alter.	2100
via S alter.	via S alter.	2200
St. Louis, Mo. VOR	Troy, Ill. VOR	2100
Troy, Ill. VOR	Centralia, Ill. VOR	2000
St. Louis, Mo. VOR	Centralia, Ill. VOR	
via S alter.	via S alter.	2200
Centralia, Ill. VOR	Evansville, Ind. VOR	2100
via S alter.	via S alter.	2100
Evansville, Ind. VOR	Apalona INT, Ind.	2500
Apalona INT, Ind.	*Elizabeth INT, Ind.	2500
*4200 - MRA		
Elizabeth INT, Ind.	Louisville, Ky. VOR	2500
Evansville, Ind. via N alter.	Louisville, Ky. via N alter.	2500
Louisville, Ky. VOR	*Mt. Eden INT, Ky.	2200
*Mt. Eden INT, Ky.	Lexington, Ky. VOR	2200
*4000 - MRA		
Louisville, Ky. VOR	Lexington, Ky. VOR	
via S alter.	via S alter.	2300
via N alter.	via N alter.	2300
Lexington,Ky.VOR	Wayne INT,W.Va.	*4000
*2500 - MOCA		

VOR CIVIL AIRWAY 4 - cont'd.

FROM	TO	MEA
Wayne INT,W.Va.	Charleston,W.Va.VOR	
	E-bound	2500
	W-bound	4000
Charleston, W. Va. VOR	Ivydale INT, W. Va.	5000
Ivydale INT, W. Va.	Flat Woods INT, W. Va.	4000
Flat Woods INT, W. Va.	Elkins, W. Va. VOR	5000
Charleston, W. Va. VOR	Elkins, W. Va. VOR	
via S alter.	via S alter.	5000
Elkins, W. Va. VOR	Petersburg INT, W. Va.	6800
*Petersburg INT, W. Va.	Front Royal, Va. VOR	5300
*6000 - MCA Petersburg INT, W-bound		
Front Royal, Va. VOR	Herndon, Va. VOR	4000

§610.6005 VOR CIVIL AIRWAY 5

FROM	TO	MEA
Miami,Fla.VOR	New River INT,Fla.	1300
New River INT, Fla.	Belle Glade INT, Fla.	2000
Belle Glade INT, Fla.	Dixie Ranch INT, Fla.	*10000
*1300 - MOCA		
Dixie Ranch INT, Fla.	Kissimmee INT, Fla.	*4000
*1200 - MOCA		
Kissimmee INT, Fla.	Orlando,Fla. VOR	*1500
*1300 - MOCA		
Orlando,Fla.VOR	*Cresent Lake INT, Fla.	**3000
*3000 - MRA		
**1300 - MOCA		
Cresent Lake INT, Fla.	Jacksonville,Fla. VOR	*3000
*1500 - MOCA		
Orlando,Fla.VOR	Daytona Beach,Fla. VOR	
Via E alter.	Via E alter.	1500
Daytona Beach, Fla. VOR	*Cresent Lake INT, Fla.	
Via E alter.	Via E alter.	1200
*3000 - MRA		
Cresent Lake INT, Fla.	Jacksonville,Fla. VOR	
Via E alter.	Via E alter.	*3000
*1500 - MOCA		
Jacksonville,Fla. VOR	Alma, Ga. VOR	1600
Via E alter.	Via E alter.	*1400
*1200 - MOCA		
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla.	Alma,Ga. VOR	
Via W alter.	Via W alter.	1600
Alma, Ga. VOR	*Red Dog INT, Ga.	1800
*Red Dog INT,Ga.	Macon, Ga. VOR	1800
*3100 - MRA		
Macon, Ga. VOR	*McDonough INT, Ga.	**2700
*2700 - MRA		
**2300 - MOCA		
McDonough INT, Ga.	Atlanta, Ga. VOR	2200

VOR CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Alma, Ga. VOR	Powersville INT,Ga.	
via W alter.	via W alter.	*6800
*1700 - MOCA		
Powersville INT, Ga.	Atlanta, Ga. VOR	
via W alter.	via W alter.	*3500
*2300 - MOCA		
Atlanta, Ga. VOR	Chattanooga, Tenn. VOR	*4000
*3500 - MOCA		
Chattanooga, Tenn. VOR	Nashville, Tenn. VOR	4000
Nashville, Tenn. VOR	Bowling Green, Ky. VOR	2100
Bowling Green, Ky. VOR	Louisville, Ky. VOR	2200
Bowling Green, Ky. VOR	Campbellsville INT, Ky.	
via E alter.	via E alter.	*3000
*2400 - MOCA		
Campbellsville INT, Ky.	Louisville, Ky. VOR	
via E alter	via E alter.	*3000
*2400 - MOCA		
Louisville,Ky.	*Warsaw INT, Ky.	2400
*Warsaw INT,Ky.	Cincinnati,Ohio VOR	2000
*2800 - MRA		
via E alter.	via E alter.	2400
Cincinnati, Ohio VOR	Columbus, Ohio VOR	2500
Columbus, Ohio VOR	*Fredricktown INT, Ohio	2500
*Fredricktown INT, Ohio	Mansfield, Ohio VOR	2500
*4500 - MRA		
Columbus, Ohio VOR	Mansfield, Ohio VOR	
Via E alter.	Via E alter.	2500
Mansfield, Ohio VOR	Cleveland, Ohio VOR	2500
Cleveland,Ohio VOR	U.S.Canadian Border	2500

§610.6006 VOR CIVIL AIRWAY 6

FROM	TO	MEA
Half Moon Bay INT, Calif.	Oakland, Calif. VOR	4000
Oakland, Calif. VOR	Sacramento, Calif. VOR	4000
Bay Point, Calif. FM	Sacramento, Calif. VOR E-bound only	2000
Sacramento,Calif. VOR	Folsom INT,Calif.	3000
Folsom INT,Calif.	*Coloma INT,Calif.	
	NE-bound	9500
	SW-bound	5000
*9500 - MCA Coloma INT, NE-bound		
Coloma INT,Calif.	Tahoe INT,Calif.	
	NE-bound	13000
	SW-bound	9500
Tahoe INT,Calif.	*Reno, Nev. VOR	*13000
*12000 - MCA Reno VOR, SW-bound		
*Sacramento, Calif. VOR	**Auburn INT,Calif.	
Via N alter.	Via N alter.	
	NE-bound	11000
	SW-bound	7000
*9000 - MCA Sacramento VOR, NE-bound		
**7800 - MCA Auburn INT, NE-bound		

VOR CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Auburn INT,Calif.	Mt.Lola INT,Calif.	
Via N alter.	Via N alter.	11000
Blue Canyon, Calif. FM	Auburn INT, Calif.	
Via N alter.	Via N alter. SW-bound only	7000
Mt. Lola INT, Calif.	*Reno, Nev. VOR	
Via N alter.	Via N alter.	11000
*10000 - MCA Reno VOR, W-bound		
Reno, Nev. VOR	Lovelock, Nev. VOR	10,000
Lovelock, Nev. VOR	Battle Mountain, Nev. VOR	12,000
Battle Mountain, Nev. VOR	Wells, Nev. VOR	12,000
Battle Mountain, Nev. VOR	Elko, Nev. VOR	
via S alter.	via S alter.	11,000
Elko, Nev. VOR	Wells, Nev. VOR	
via S alter.	via S alter.	13,000
Wells,Nev.VOR	Lucin,Utah VOR	
	NE-bound	11000
	SW-bound	12000
Lucin,Utah VOR	*A beam of Promontory Pt. Utah LF/RBN	9000
*10000 - MCA A beam of Promontory Pt. LF/RBN, E-bound		
A beam of Promontory Pt. Utah LF/RBN	Ogden,Utah VOR	
	E-bound	11000
	W-bound	9000
*Ogden, Utah VOR	Fort Bridger, Wyo. VOR	12000
*11000 - MCA Ogden VOR, E-bound		
*Ogden, Utah VOR	Fort Bridger, Wyo. VOR	
Via N alter.	Via N alter.	13000
*11000 - MCA Ogden VOR, E-bound		
Fort Bridger, Wyo. VOR	Rock Springs, Wyo. VOR	10,000
via N alter.	via N alter.	10,000
Rock Springs,Wyo. VOR	Cherokee,Wyo.VOR	10000
Via N alter.	Via N alter.	10000
Cherokee, Wyo. VOR	*Rock River, Wyo. VOR	12,000
via N alter.	via N alter.	12,000
*12,000 - MCA Rock River VOR, W-bound		
*Rock River, Wyo. VOR	Cheyenne, Wyo. VOR	10,500
via N alter.	via N alter.	10,500
*12,000 - MCA Rock River VOR, W-bound		
*Cheyenne, Wyo. VOR	Sidney, Nebr. VOR	7200
via N alter.	via N alter.	7200
*8600 - MCA Cheyenne VOR, W-bound		
Sidney, Nebr. VOR	Ogallala INT, Nebr.	6100
Ogallala INT, Nebr.	North Platte, Nebr. VOR	*8600
*8400 - MOCA		
Sidney, Nebr. VOR	North Platte, Nebr. VOR	
Via N alter.	Via N alter.	6100
North Platte, Nebr. VOR	Grand Island, Nebr. VOR	*4800
via N alter.	via N alter.	*6400
*4100 - MOCA		

VOR CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Grand Island, Nebr. VOR	Omaha, Nebr. VOR	*3700
via S alter	via S alter.	**4000
via N alter.	via N alter.	***4000
*3200 - MOCA		
**3500 - MOCA		
***2900 - MOCA		
Omaha, Nebr. VOR	*Lyman INT, Iowa	2600
*5500 - MRA		
Lyman INT, Iowa	*Middle River INT, Iowa	2600
*3000 - MRA		
Middle River INT, Iowa	Des Moines, Iowa VOR	2600
Omaha,Nebr.VOR	Des Moines,Iowa VOR	
Via S alter.	Via S alter.	*3600
*2700 - MOCA		
Des Moines, Iowa VOR	*Monroe INT, Iowa	
via N alter.	via N alter.	2200
*3500 - MRA		
Monroe INT, Iowa	Iowa City, Iowa VOR	
via N alter.	via N alter.	2200
Des Moines, Iowa VOR	Iowa City, Iowa VOR	2200
via S alter.	via S alter.	2200
Iowa City, Iowa VOR	Moline, Ill. VOR	2000
via S alter.	via S alter.	2100
Moline,Ill.VOR	*Shabbona INT,Ill.	2100
*2500 - MRA		
Shabbona INT,Ill.	Naperville,Ill.VOR	2100
Moline, Ill. VOR	Naperville, Ill. VOR	
via N alter.	via N alter.	2400
Naperville, Ill. VOR	South Bend, Ind. VOR	2300
South Bend, Ind. VOR	Elmira INT, Ohio	*3000
*2300 - MOCA		
Elmira INT, Ohio	Waterville, Ohio VOR	2000
Waterville, Ohio VOR	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Youngstown, Ohio VOR	
via N alter.	via N alter.	2600
Cleveland, Ohio VOR	Chagrin Falls INT, Ohio	3000
Brooksville, Ohio FM	Chagrin Falls INT, Ohio E-bound only	2600
Chagrin Falls INT, Ohio	Youngstown, Ohio VOR	2600
Youngstown, Ohio VOR	*Mercer INT, Pa.	2600
*4000 - MRA		
Mercer INT, Pa.	*Brookville INT, Pa.	4000
*4000 - MRA		
Brookville INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Allentown, Pa. VOR	3800
Allentown, Pa. VOR	Belle Mead INT, N. J.	2800

VOR CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Belle Mead INT, N. J.	New Brunswick INT, N. J.	2000
New Brunswick INT, N. J.	Colts Neck, N. J. VOR	1900

§610.6007 VOR CIVIL AIRWAY 7

FROM	TO	MEA
Miami, Fla. VOR	*Hammock INT, Fla.	1200
*Hammock INT, Fla.	Ft. Myers, Fla. VOR	1200
*1500 - MRA		
Ft. Myers, Fla. VOR	*Arcadia INT, Fla.	**2000
*Arcadia INT, Fla.	Lakeland, Fla. VOR	**2000
*2500 - MRA		
**1300 - MOCA		
Ft. Myers, Fla. VOR	*La Belle INT, Fla.	
via E alter.	via E alter.	1300
*La Belle INT, Fla.	Lakeland, Fla. VOR	
via E alter.	via E alter.	**6000
*5000 - MRA		
**1300 - MOCA		
Ft. Myers, Fla. VOR	Tampa, Fla. VOR	
via W alter.	via W alter.	1500
Lakeland, Fla. VOR	Cross City, Fla. VOR	*2000
*1300 - MOCA		
Tampa, Fla. VOR	*Homo INT, Fla.	
via W alter.	via W alter.	**1500
*2000 - MRA		
**1200 - MOCA		
*Homo INT, Fla.	Cross City, Fla. VOR	
via W alter.	via W alter.	**2000
*2000 - MRA		
**1300 - MOCA		
Cross City, Fla. VOR	Lobster INT,Fla.	
Via W alter.	Via W alter.	*2000
*1500 - MOCA		
Lobster INT,Fla.	*St. Marks INT,Fla.	
Via W alter.	Via W alter.	**2000
*2000 - MRA		
**1000 - MOCA		
St. Marks INT, Fla.	Tallahassee, Fla. VOR	
Via W alter.	Via W alter.	1500
Tallahassee, Fla. VOR	Marianna, Fla. VOR	1400
Marianna,Fla. VOR	*Shady Grove INT, Fla.	**2500
*3500 - MRA		
**1800 - MOCA		
Shady Grove INT, Fla.	Montgomery, Ala. VOR	*2000
*1800 - MOCA		
Marianna,Fla.VOR	*Gantt INT,Ala.	
via W alter.	via W alter.	**5500
*5500 - MRA		
**2900 - MOCA		
*Gantt INT, Ala.	Montgomery, Ala. VOR	
via W alter.	via W alter.	2500
*5500 - MRA		

VOR CIVIL AIRWAY 7 - cont'd.

FROM	TO	MEA
Montgomery, Ala. VOR	Birmingham, Ala. VOR	2800
via W alter.	via W alter.	*2700
*2600 - MOCA		
Montgomery, Ala. VOR	Birmingham, Ala. VOR	
via E alter.	via E alter.	*4000
*3500 - MOCA		
Birmingham, Ala. VOR	Muscle Shoals, Ala. VOR	2500
Muscle Shoals, Ala. VOR	Graham, Tenn. VOR	2500
Graham,Tenn.VOR	Nashville,Tenn.VOR	3000
Nashville,Tenn. VOR	Lewisburg INT,Ky.	3000
Lewisburg INT, Ky.	Evansville, Ind. VOR	*3000
*2500 - MOCA		
Evansville, Ind. VOR	Terre Haute, Ind. VOR	1900
via W alter.	via W alter.	1900
Terre Haute, Ind. VOR	LaFayette, Ind. VOR	1900
via W alter.	via W alter.	1900
Lafayette, Ind. VOR	Shelby INT, Ind.	2300
Shelby INT, Ind.	Chicago Hgts., Ill. VOR	2000
Lafayette, Ind. VOR	Newland INT, Ind.	
via E alter.	via E alter.	2300
Newland INT, Ind.	Chicago Hgts., Ill. VOR	
via E alter.	via E alter.	2000
Chicago Hgts,Ill. VOR	City INT, ILL.	2000
City INT,Ill.	*Lake Forest INT, Ill.	**3000
*3600 - MRA		
**2500 - MOCA		
Lake Forest INT, Ill.	*Bristol INT,Wis.	**3000
*3000 - MRA		
**2000 - MOCA		
Bristol INT, Wis.	*Wind Lake INT, Wis.	**3000
*3200 - MRA		
**2000 - MOCA		
Wind Lake INT, Wis.	Milwaukee,Wis. VOR	2000
Milwaukee,Wis. VOR	Green Bay,Wis. VOR	2600

§610.6008 VOR CIVIL AIRWAY 8

FROM	TO	MEA
Kingfish INT. Calif.	Long Beach, Calif. VOR	3500
Long Beach, Calif. VOR	Ontario, Calif. VOR	5000
*Ontario, Calif. VOR	Daggett, Calif. VOR	10,000
*8000 - MCA Ontario VOR, NE-bound		
Fontana, Calif. FM	Ontario, Calif. VOR SW-bound only	5000
Daggett,Calif. VOR	*Silver Lake INT, Calif.	9500
*13000 - MRA		
Silver Lake INT, Calif.	Las Vegas,Nev.VOR	9500

§610.6008 VOR CIVIL AIRWAY 8

FROM	TO	MEA
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Crystal,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500
Mormon Mesa, Nev. VOR	Bryce Canyon, Utah VOR	13,000
Bryce Canyon, Utah VOR	Hanksville, Utah VOR	13,000
Hanksville, Utah VOR	Grand Junction, Colo. VOR	10,000
Grand Junction, Colo. VOR	*Kremmling, Colo. VOR	14,000
*16,000 - MCA Kremmling VOR, E-bound		
Kremmling, Colo. VOR	*Denver, Colo. VOR	16,000
via N alter.	via N alter.	16,000
*14,000 - MCA Denver VOR, W-bound		
Superior, Colo. FM	Denver, Colo. VOR E-bound only	10,000
Denver, Colo. VOR	Akron, Colo. VOR	6600
via N alter.	via N alter.	6600
Denver, Colo. VOR	Bennett INT, Colo.	
via S alter.	via S alter.	6600
Bennett INT, Colo.	Akron, Colo. VOR	
via S alter.	via S alter.	*8500
*6600 - MOCA		
Akron, Colo. VOR	Imperial, Nebr. VOR	5600
via S alter.	via S alter.	5600
Imperial, Nebr. VOR	Grand Island, Nebr. VOR	*6000
via S alter.	via S alter.	*8500
*4300 - MOCA		
Grand Island, Nebr. VOR	Omaha, Nebr. VOR	*3700
via S alter.	via S alter.	**4000
via N alter.	via N alter.	***4000
*3200 - MOCA		
**3500 - MOCA		
***2900 - MOCA		
Omaha, Nebr. VOR	*Lyman INT, Iowa	2600
*5500 - MRA		
Lyman INT, Iowa	*Middle River INT, Iowa	2600
*3000 - MRA		
*Middle River INT, Iowa	Des Moines, Iowa VOR	2600
*3000 - MRA		
Omaha,Nebr.VOR Via S alter.	Des Moines,Iowa VOR Via S alter.	*3600
*2700 - MOCA		
Moline,Ill.VOR	*Shabbona INT,Ill.	2100
*2500 - MRA		
Shabbona INT,Ill.	Naperville,Ill.VOR	2100
Naperville, Ill. VOR	City INT, Ill.	2300
Chicago Hgts., Ill. VOR	Wheeler INT, Ind.	2000
Wheeler INT, Ind.	Goshen, Ind. VOR	2100
Goshen, Ind. VOR	Antwerp INT, Ohio	3000
Antwerp INT, Ohio	Findlay, Ohio VOR	2000

VOR CIVIL AIRWAY 8 - cont'd.

FROM	TO	MEA
Findlay, Ohio VOR	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR	*Mt. Hope INT, Ohio	2500
*Mt. Hope INT, Ohio	Bergholz INT, Ohio	2500
*4000 - MRA		
Bergholz INT, Ohio	Pittsburgh, Pa. VOR	2700
Pittsburgh,Pa. VOR	*Scottsdale INT,Pa.	3000
*4000 - MCA Scottsdale INT, E-bound		
Scottsdale INT, Pa.	Flint Stone INT, Md.	4500
Flint Stone INT, Md.	Martinsburg,W.Va. VOR	4000
Martinsburg, W. Va. VOR	Dawsonville INT, Va.	3000
Dawsonville INT, Va.	Washington, D. C. TVOR	2000

§610.6009 VOR CIVIL AIRWAY 9

FROM	TO	MEA
New Orleans,La. VOR	*Mid Lake INT,La.	1700
*2000 - MRA		
Mid Lake INT,La.	*Hammond INT,La.	1700
*2000 - MRA		
Hammond INT,La.	McComb, Miss.VOR	1700
New Orleans, La. VOR	McComb, Miss. VOR	
via W alter.	via W alter.	1700
McComb, Miss. VOR	Jackson, Miss. VOR	2000
via W alter.	via W alter.	2000
Jackson,Miss. VOR	Greenwood,Miss. VOR	*2000
Via W alter.	Via W alter.	*2000
*1700 - MOCA		
Greenwood,Miss. VOR	Memphis,Tenn. VOR	*2000
Via E alter.	Via E alter.	**2000
*1800 - MOCA		
**1600 - MOCA		
Memphis,Tenn.VOR	Malden,Mo. VOR	2300
Via E alter.	Via E alter.	2300
Malden, Mo. VOR	Farmington, Mo. VOR	2400
via W alter.	via W alter.	2400
Farmington, Mo. VOR	St. Louis, Mo. VOR	
via W alter.	via W alter.	2400
Farmington, Mo. VOR	*Crystal City INT, Mo.	2500
*Crystal City INT, Mo.	Meramec INT, Mo.	2500
*3000 - MRA		
Meramec INT, Mo.	St. Louis, Mo. VOR	2000
St. Louis, Mo. VOR	Springfield, Mo. VOR	2000
via W alter.	via W alter.	2000
St. Louis, Mo. VOR	*Fidelity INT, Ill.	2000
*3000 - MRA		
*Fidelity INT, Ill.	Springfield, Ill. VOR	2000
*3000 - MRA		

VOR CIVIL AIRWAY 9 - cont'd.

FROM	TO	MEA
Springfield, Ill. VOR	Pontiac, Ill. VOR	*2500
*2300 - MOCA		
Pontiac, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Naperville, Ill. VOR	2000
Naperville,Ill. VOR	Milwaukee,Wis.VOR	2500
Naperville,Ill. VOR	Woodstock INT,Wis.	
Via W alter.	Via W alter.	2200
Woodstock INT, Wis.	Milwaukee,Wis.VOR	
Via W alter.	Via W alter.	2400

§610.6010 VOR CIVIL AIRWAY 10

FROM	TO	MEA
Pueblo,Colo.VOR	Lamar,Colo. VOR	6000
Via N alter.	Via N alter.	6800
Lamar, Colo. VOR	Garden City, Kans. VOR	5000
via N alter.	via N alter.	5500
Garden City, Kans. VOR	Dodge City, Kans. VOR	4000
Dodge City, Kans. VOR	Hutchinson, Kans. VOR	4000
*Stafford INT, Kans.	Hutchinson, Kans. VOR E-bound only	3000
*5000 - MRA		
Dodge City, Kans. VOR	Hutchinson, Kans. VOR	
via S alter.	via S alter.	*4300
*3700 - MOCA		
Dodge City, Kans. VOR	*Great Bend INT, Kans.	
via N alter.	via N alter.	**4500
*4500 - MRA		
**3600 - MOCA		
*Great Bend INT, Kans.	Hutchinson, Kans. VOR	
via N alter.	via N alter.	**4000
*4500 - MRA		
**3300 - MOCA		
Hutchinson, Kans. VOR	Emporia, Kans. VOR	
via N alter.	via N alter.	3300
Hutchinson, Kans. VOR	Florence INT, Kans.	3300
Florence INT, Kans.	Emporia, Kans. VOR	3000
Emporia,Kans. VOR	*Pomona INT,Kans.	**2800
*2800 - MRA		
**2500 - MOCA		
Pomona INT,Kans.	Kansas City,Mo. VOR	*2800
*2500 - MOCA		
Kansas City, Mo. VOR	Lawson INT, Mo.	2400
Lawson INT, Mo.	*Chillicothe INT, Mo.	**3400
*Chillicothe INT, Mo.	Kirksville, Mo. VOR	**3400
*4000 - MRA		
**2400 - MOCA		

VOR CIVIL AIRWAY 10 - cont'd.

FROM	TO	MEA
Kansas City, Mo. VOR	Kirksville, Mo. VOR	
via N alter.	via N alter.	*2900
*2400 - MOCA		
Kirksville Mo. VOR	Burlington, Iowa VOR	2100
via S alter.	via S alter.	*2300
*2100 - MOCA		
Burlington, Iowa VOR	Bradford, Ill. VOR	2000
via N alter.	via N alter.	2000
Bradford, Ill. VOR	Naperville, Ill. VOR	2000
Naperville, Ill. VOR	Mid Lake INT, Ill.	
via N alter.	via N alter.	2500
Mid Lake INT, Ill.	South Bend, Ind. VOR	
via N alter.	via N alter.	2300
South Bend, Ind. VOR	Union INT, Ind.	2000
Union INT, Ind.	Litchfield, Mich. VOR	2400
South Bend, Ind. VOR	Litchfield, Mich. VOR	
via N alter.	via N alter.	2400
Litchfield, Mich. VOR	Milan INT, Mich.	2400
Milan INT, Mich.	Carleton, Mich. VOR	2000
Carleton, Mich. VOR	Detroit River INT, Mich.	2000
Detroit River INT, Mich.	*Pelee INT, Ont. Canada	**#2500
*2500 - MRA		
**2000 - MOCA		
#For that airspace over U. S. Territory		
Pelee INT, Ont. Canada	Perry, Ohio LF/RBN	*#9000
*2500 - MOCA		
#For that airspace over U. S. Territory		
Perry, Ohio LF/RBN	Youngstown, Ohio VOR	2500
Youngstown, Ohio VOR	*Mercer INT, Pa.	2600
*4000 - MRA.		
Mercer INT, Pa.	*Brookville INT, Pa.	4000
Brookville INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Allentown, Pa. VOR	3500
Allentown, Pa. VOR	Belle Mead INT, N. J.	2500
Belle Mead INT, N. J.	New Brunswick INT, N. J.	2000
New Brunswick INT, N. J.	Colts Neck, N. J. VOR	1500
Colts Neck,N.J. VOR	Woolf INT,N.J.	1500

FROM	TO	MEA
Memphis, Tenn. VOR	Dyersburg, Tenn. VOR	2300
Via E alter.	Via E alter.	2300
Memphis, Tenn. VOR	Dyersburg, Tenn. VOR	
via W alter.	via W alter.	2300
Dyersburg, Tenn. VOR	Paducah, Ky. VOR	2000
Paducah, Ky. VOR	Evansville, Ind. VOR	2000
Evansville, Ind. VOR	Scotland, Ind. VOR	1800
Via E alter.	Via E alter.	2000
Scotland, Ind. VOR	Indianapolis, Ind. VOR	2000
Scotland, Ind. VOR	*Cloverdale INT, Ind.	
via W alter.	via W alter.	2800
*Cloverdale INT, Ind.	Indianapolis, Ind. VOR	
via W alter.	via W alter.	2200
*2800 - MCA Cloverdale INT, S-bound		
Scotland, Ind. VOR	*Paragon INT, Ind.	
via E alter.	via E alter.	**3000
*3000 - MRA		
**2200 - MOCA		
*Paragon INT, Ind.	Indianapolis, Ind. VOR	
via E alter.	via E alter.	2200
*3000 - MRA		
Indianapolis, Ind. VOR	Zionsville INT, Ind.	2800
Zionsville INT, Ind.	Ft. Wayne, Ind. VOR	2200
Ft. Wayne, Ind. VOR	Edgerton INT, Ind.	2800
Edgerton INT, Ind.	Hudson INT, Ind.	*4000
*2100 - MOCA		
Hudson INT, Ind.	Tipton INT, Ind.	*2300
*2100 - MOCA		
Tipton INT, Ind.	Bridgewater INT, Ind.	2300
Bridgewater INT, Ind.	Salem, Ind. VOR	2300

§610.6012 VOR CIVIL AIRWAY 12

FROM	TO	MEA
Santa Barbara, Calif. VOR	Fillmore, Calif. VOR	8000
Fillmore, Calif. VOR	*Palmdale, Calif. VOR	9000
*9000 - MCA Palmdale VOR, SW-bound		
*Palmdale, Calif. VOR	Daggett, Calif. VOR	6000
Daggett, Calif. VOR	Needles, Calif. VOR	9000
Needles, Calif. VOR	Prescott, Ariz. VOR	10,000
Prescott, Ariz. VOR	Winslow, Ariz. VOR	10,000
Winslow, Ariz. VOR	Zuni, N. Mex. VOR	10,000
Via N alter.	Via N alter.	10000
Zuni, N. Mex. VOR	Grants, N. Mex. VOR	11,000

FROM	TO	MEA
Grants, N. Mex. VOR	Albuquerque, N. Mex. VOR	10,000
*Albuquerque, N. Mex. VOR	**Otto, N. Mex. VOR	12,000
*10,700 - MCA Albuquerque VOR, E-bound		
**10,200 - MCA Otto VOR, W-bound		
Otto, N. Mex. VOR	Anton Chico, N. Mex. VOR	10,000
Anton Chico, N. Mex. VOR	Tucumcari, N. Mex. VOR	7500
via N alter.	via N alter.	7500
Tucumcari, N. Mex. VOR	Amarillo, Tex. VOR	5500
via N alter.	via N alter.	6000
Amarillo, Tex. VOR	Gage, Okla. VOR	4900
via N alter.	via N alter.	4900
Gage, Okla. VOR	Anthony, Kans. VOR	3500
Gage, Okla. VOR	Aetena INT, Okla.	
Via N alter.	Via N alter.	3500
*3500 - MOCA		
Aetena INT, Okla.	Rago INT, Kans.	
Via N alter.	Via N alter.	*4500
*3500 - MOCA		
Rago INT, Kans.	Wichita, Kans. VOR	
Via N alter.	Via N alter.	3400
Anthony, Kans. VOR	Wichita, Kans. VOR	2900
via N alter.	via N alter.	2900
via S alter.	via S alter.	2500
Wichita, Kans. VOR	*DeGraff INT, Kans.	3000
*DeGraff INT, Kans.	Emporia, Kans. VOR	3000
*4800 - MRA		
Wichita, Kans. VOR	Emporia, Kans. VOR	
via N alter.	via N alter.	3000
Emporia, Kans. VOR	*Pomona INT, Kans.	**2800
*2800 - MRA		
**2500 - MOCA		
Pomona INT, Kans.	Kansas City, Mo. VOR	*2800
*2500 - MOCA		
Kansas City, Mo. VOR	*Marshall INT, Mo.	**3400
*4000 - MRA		
**2400 - MOCA		
Marshall INT, Mo.	Columbia, Mo. VOR	*3400
*2400 - MOCA		
Kansas City, Mo. VOR	Excelsior INT, Mo.	
via N alter.	via N alter.	2400
Excelsior INT, Mo.	Tina INT, Mo.	
Via N alter.	Via N alter.	*3000
*2400 - MOCA		
Tina INT, Mo.	Columbia, Mo. VOR	
via N alter.	via N alter.	*4900
*2400 - MOCA		
Columbia, Mo. VOR	*New Florence INT, Mo.	2100
*3000 - MRA		
New Florence INT, Mo.	*Monroe INT, Mo.	2100
*3000 - MRA		
Monroe INT, Mo.	St. Louis, Mo. VOR	2100

FROM	TO	MEA
Columbia, Mo. VOR	St. Louis, Mo. VOR	
via S alter.	via S alter.	2200
via N alter.	via N alter.	2100
St. Louis, Mo. VOR	Vandalia, Ill. VOR	2000
Vandalia, Mo. VOR	*Union Center INT, Mo.	2000
*Union Center INT, Mo.	Terre Haute, Ind. VOR	2000
*2400 - MRA		
Terre Haute, Ind. VOR	Indianapolis, Ind. VOR	2200
via N alter.	via N alter.	2200
Terre Haute, Ind. VOR	Cloverdale INT, Ind.	
via S alter.	via S alter.	2300
Cloverdale INT, Ind.	Indianapolis, Ind. VOR	
via S alter.	via S alter.	2200
Indianapolis, Ind. VOR	*Maxwell INT, Ind.	2400
*Maxwell INT, Ind.	Dayton, Ohio VOR	2300
*4000 - MRA		
Indianapolis, Ind. VOR	*Castleton INT, Ind.	
via N alter.	via N alter.	2800
*Castleton INT, Ind.	Dayton, Ohio VOR	
via N alter.	via N alter.	2500
*2800 - MCA Castleton INT, W-bound		
Dayton, Ohio VOR	*Mechanicsburg INT, Ohio	2500
*3500 - MRA		
Mechanicsburg INT, Ohio	*W. Jefferson INT, Ohio	2500
*3800 - MRA		
W. Jefferson INT, Ohio	Columbus, Ohio VOR	2500
Dayton, Ohio VOR	*Irwin INT, Ohio	
Via N alter.	Via N alter.	2500
*2700 - MRA		
Irwin INT, Ohio	Columbus, Ohio VOR	
Via N alter.	Via N alter.	2500
Columbus, Ohio VOR	*Moorefield INT, Ohio	2500
*3000 - MRA		
Moorefield INT, Ohio	*Adena INT, Ohio	2500
*3500 - MRA		
Adena INT, Ohio	Wheeling, W. Va. VOR	2500
Columbus, Ohio VOR	*Baltic INT, Ohio	
Via N alter.	Via N alter.	**3500
*3500 - MRA		
**2500 - MOCA		
Baltic INT, Ohio	Wheeling, W. Va. VOR	
Via N alter.	Via N alter.	*3500
*2500 - MOCA		
Wheeling, W. Va. VOR	Pittsburgh, Pa. VOR	2500
Pittsburgh, Pa. VOR	*Latrobe INT, Pa.	3000
*4000 - MCA Latrobe INT, E-bound		
Latrobe INT, Pa.	Johnstown, Pa. VOR	4500

FROM	TO	MEA
Pittsburgh, Pa. VOR	*New Alexandria INT, Pa.	
via N alter.	via N alter.	3000
*4000 - MCA New Alexandria INT, SE-bound		
New Alexandria INT, Pa.	Johnstown, Pa. VOR	
via N alter.	via N alter.	4500
Johnstown, Pa. VOR	Altoona INT, Pa. VOR	4500
Altoona INT, Pa.	Harrisburg, Pa. VOR	4000
Johnstown, Pa. VOR	*Burnt Cabins INT, Pa.	
Via S alter.	Via S alter.	4500
*4500 - MRA		
Burnt Cabins INT, Pa.	Harrisburg, Pa. VOR	
Via S alter.	Via S alter.	4000
Harrisburg, Pa. VOR	West Chester, Pa. VOR	2000

§610.6013 VOR CIVIL AIRWAY 13

FROM	TO	MEA
Houston, Tex. VOR	*Humble INT, Tex.	1600
*2300 - MRA		
Humble INT, Tex.	Lufkin, Tex. VOR	1600
Houston, Tex. VOR	Lufkin, Tex. VOR	
Via W alter.	Via W alter.	*2000
*1800 - MOCA		
Houston, Tex. VOR	*Daisetta INT, Tex.	
Via E alter.	Via E alter.	1600
*4000 - MRA		
Daisetta INT, Tex.	Lufkin, Tex. VOR	
Via E alter.	Via E alter.	*4000
*1500 - MOCA		
Lufkin, Tex. VOR	Shreveport, La. VOR	2400
Shreveport, La. VOR	Texarkana, Ark. VOR	1700
via W alter.	via W alter.	1700
Ft. Smith, Ark. VOR	Fayetteville, Ark. VOR	3500
Fayetteville, Ark. VOR	Neosho, Mo. VOR	2700
Neosho, Mo. VOR	Butler, Mo. VOR	2500
via W alter.	via W alter.	*2600
*2500 - MOCA		
Butler, Mo. VOR	Grandview INT, Mo.	2400
Grandview INT, Mo.	Kansas City, Mo. VOR	3000
Kansas City, Mo. VOR	Lamoni, Iowa VOR	2400
Kansas City, Mo. VOR	Lathrop INT, Mo. VOR	
via E alter.	via E alter.	2400
Lathrop INT, Mo.	*Jameson INT, Mo.	
via E alter.	via E alter.	**2900
*Jameson INT, Mo.	Lamoni, Iowa VOR	
via E alter.	via E alter.	**2900
*3000 - MRA		
**2400 - MOCA		
Lamoni, Iowa VOR	*Osceola INT, Iowa	2300
*4300 - MRA		
Osceola INT, Iowa	Des Moines, Iowa VOR	2300

§610.6013 VOR CIVIL AIRWAY 13

FROM	TO	MEA
Lamoni, Iowa VOR	Des Moines, Iowa VOR	
via E or W alter.	via E or W alter.	2300
Des Moines, Iowa *5000 - MRA **2600 - MOCA	*Ames INT, Iowa	**3000
Ames INT, Iowa *2600 - MOCA	Mason City, Iowa VOR	*3000
Des Moines, Iowa VOR	Mason City, Iowa VOR	
via E alter.	via E alter.	*3000
via W alter.	via W alter.	*3400
*2600 - MOCA		
Mason City, Iowa VOR	Hope INT, Minn.	*3300
*2800 - MOCA		
Hope INT, Minn. *2600 - MOCA	Lakeville INT, Minn.	*3300
Lakeville INT, Minn.	Minneapolis, Minn. VOR	2500
Mason City, Iowa VOR	Prior INT, Minn.	
via W alter.	via W alter.	
*2600 - MOCA		
Prior INT, Minn.	Minneapolis, Minn. VOR	
via W alter.	via W alter.	2500
Minneapolis, Minn. VOR	Grantsburg, Wis. VOR	2500
Grantsburg, Wis. VOR	*Duluth, Minn. VOR	2500
*3000 - MCA Duluth VOR, N-bound		

§610.6014 VOR CIVIL AIRWAY 14

FROM	TO	MEA
Roswell, N.Mex. VOR *7500 - MRA **5500 - MOCA	*Caprock INT, N. Mex.	**7000
Caprock INT, N. Mex. *7000 - MRA **5500 - MOCA	*Whiteface INT, Tex.	**7000
Whiteface INT, Tex.	Lubbock, Tex. VOR	4800
Roswell, N.Mex. VOR	*Kenna INT, N.Mex.	
Via N alter. *9000 - MRA **5500 - MOCA	Via N alter.	**8000
Kenna INT, N.Mex. Via N alter. *8000 - MRA **5500 - MOCA	*Pep INT, Tex. Via N alter.	**8000
Pep INT, Tex. Via N alter.	Lubbock, Tex. VOR Via N alter.	4600
Lubbock, Tex. VOR	Childress, Tex. VOR	4600
Childress, Tex. VOR	Hobart, Okla. VOR	3500
Hobart, Okla. VOR	Oklahoma City, Okla. VOR	2600

VOR CIVIL AIRWAY 14 - cont'd.

FROM	TO	MEA
Oklahoma City, Okla. VOR	Drumright INT, Okla.	3700
Drumright INT, Okla.	Tulsa, Okla. VOR	3100
Oklahoma City, Okla. VOR via N alter.	Tulsa, Okla. VOR via N alter.	3200
Oklahoma City, Okla. VOR via S alter.	Okmah INT, Okla. via S alter.	*4600
Okemah INT, Okla. via S alter. *2400 - MOCA	Tulsa, Okla. VOR via S alter.	*4600
Tulsa, Okla. VOR	*Chelsea INT, Okla.	2200
*Chelsea INT, Okla. *2600 - MRA	Neosho, Mo. VOR	2200
Tulsa, Okla. VOR via N alter.	Neosho, Mo. VOR via N alter.	2300
Tulsa, Okla. VOR Via S alter.	Neosho, Mo. VOR Via S alter.	2000
Neosho, Mo. VOR	Springfield, Mo. VOR	2500
Neosho, Mo. VOR via N alter.	Avilla INT, Mo. via N alter.	2500
Avilla INT, Mo. via N alter.	Springfield, Mo. VOR via N alter.	2600
Neosho, Mo. VOR via S alter.	Springfield, Mo. VOR via S alter.	2600
Springfield, Mo. VOR	*Conway INT, Mo.	2500
*Conway INT, Mo. *4700 - MRA	Vichy, Mo. VOR	2600
Springfield, Mo. VOR via N alter. *2400 - MOCA	Vichy, Mo. VOR via N alter.	*2500
Vichy, Mo. VOR	St. Louis, Mo. VOR	2200
via N or S alter.	via N or S alter.	2200
St. Louis, Mo. VOR	Vandalia, Ill. VOR	2000
Vandalia, Ill. VOR	*Union Center INT, Ill.	2000
*Union Center INT, Ill. *2400 - MRA	Terre Haute, Ind. VOR	2000
Terre Haute, Ind. VOR	Indianapolis, Ind. VOR	2200
Terre Haute, Ind. VOR via S alter.	Cloverdale INT, Ind. via S alter.	2300
Cloverdale INT, Ind. via S alter.	Indianapolis, Ind. VOR via S alter.	2200
Indianapolis, Ind. VOR *2800 - MOCA	Coldwater INT, Ind.	*4300

VOR CIVIL AIRWAY 14 - cont'd.

FROM	TO	MEA
Coldwater INT, Ind.	Findlay, Ohio VOR	2200
Findlay, Ohio VOR	Carey INT, Ohio	2100
Carey INT, Ohio	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Perry INT, Ohio	2500
Perry INT, Ohio	Kingsville INT, Pa.	2300
Kingsville INT, Pa.	Erie, Pa. VOR	2000
Cleveland, Ohio VOR via N alter.	Erie, Pa. VOR via N alter.	2500
Erie, Pa. VOR	Buffalo, N. Y. VOR	2500
Buffalo, N. Y. VOR	Rochester, N. Y. VOR	2100
East Pembroke, N. Y. FM	Buffalo, N. Y. VOR W-bound only	1900
Rochester, N. Y. VOR	*Fairville INT, N. Y.	2000
*Fairville INT, N. Y. *3000 - MRA	Syracuse, N. Y. VOR	2000
Syracuse, N. Y. VOR	Albany, N. Y. VOR	3000
Albany, N. Y. VOR	Greenfield INT, Mass.	5500
Grafton, N.Y. FM	Albany, N.Y. VOR W-bound only	3000
*Greenfield INT, Mass.	Gardner, Mass. VOR	3000
*5500 - MCA Greenfield INT, W-bound		
Gardner, Mass. VOR	Franklin INT, Mass.	3000

§610.6015 VOR CIVIL AIRWAY 15

FROM	TO	MEA
Galveston, Tex. VOR	Houston, Tex. VOR	1400
Houston, Tex. VOR	College Station Tex. VOR	1800
College Station, Tex. VOR via E alter.	Waco, Tex. VOR via E alter.	2000
Waco, Tex. VOR	Waxahachie INT, Tex.	2000
Waxahachie INT, Tex.	Lancaster INT, Tex.	2600
Lancaster INT, Waco, Tex. VOR via E alter. *2400 - MRA **1800 - MOCA	Dallas, Tex. VOR *Ennis INT, Tex. via E alter.	2000 **2400
*Ennis INT, Tex. via E alter. *2400 - MRA	Dallas, Tex. VOR via E alter.	2000
Dallas, Tex. VOR	Frisco INT, Tex.	2100
Frisco INT, Tex.	Ardmore, Okla. VOR	2200
Dallas, Tex. VOR via W alter.	Little Elm INT, Tex. via W alter.	2000
Little Elm INT, Tex. via W alter. *1800 - MOCA	Sanger INT, Tex. via W alter.	*2400

VOR CIVIL AIRWAY 15 - cont'd.

FROM	TO	MEA
Sanger INT, Tex. via W alter. *2200 - MOCA	Ardmore, Okla. VOR via W alter.	*2400
Ardmore, Okla. VOR via E alter. *2400 - MOCA	Tulsa, Okla. VOR via E alter.	*4600
Kansas City, Mo. VOR	Camden INT, Mo.	2400
Camden INT, Mo.	St. Joseph, Mo. VOR	2800
Kansas City, Mo. VOR via E alter.	Plattsburg INT, Mo. via E alter.	2400
Plattsburg INT, Mo. via E alter.	St. Joseph, Mo. VOR via E alter.	2800
St. Joseph, Mo. VOR *5400 - MRA	*Randolph INT, Iowa	2500
*Randolph INT, Iowa *5400 - MRA	Omaha, Nebr. VOR	2500
St. Joseph, Mo. VOR via E alter.	Omaha, Nebr. VOR via E alter.	2500
Omaha, Nebr. VOR via E alter.	Sioux City, Iowa VOR via E alter.	2500
via W alter.	via W alter.	2700
Sioux City, Iowa VOR via E alter.	Sioux Falls, S. Dak. VOR via E alter.	3000
Sioux Falls, S. Dak. VOR via W alter. *2800 - MOCA	Huron, S. Dak. VOR via W alter.	3000 *2900
Huron, S. Dak. VOR via W alter.	Aberdeen, S. Dak. VOR via W alter.	2500
Aberdeen, S. Dak. VOR via W alter.	Bismarck, N. Dak. VOR via W alter.	4200
Bismarck, N. Dak. VOR	Minot, N. Dak. VOR	3400

§610.6016 VOR CIVIL AIRWAY 16

FROM	TO	MEA
Los Angeles, Calif. VOR	Ontario, Calif. VOR	4000
La Habra, Calif. FM	Los Angeles, Calif. VOR W-bound only	3000
*Ontario, Calif. VOR *8000 - MCA Ontario VOR, E-bound	Palm Springs INT, Calif.	13,000
Banning, Calif. FM	Ontario, Calif. VOR W-bound only	8000
*Palm Springs INT, Calif. *13,000 - MCA Palm Springs INT, W-bound	Blythe, Calif. VOR	8000
Blythe, Calif. VOR	Hassayampa, Ariz. VOR	6000
Hassayampa, Ariz. VOR	Phoenix, Ariz. VOR	8000
Phoenix, Ariz. VOR	Tucson, Ariz. VOR	7000

VOR CIVIL AIRWAY 16 - cont'd.

FROM	TO	MEA
*Tucson,Ariz.VOR	Cochise,Ariz.VOR	11000
*8000 - MCA Tucson VOR, E-bound		
*Tucson,Ariz.VOR	Cochise,Ariz.VOR	
Via S alter.	Via S alter.	10000
*8000 - MCA Tucson VOR, SE-bound		
Cochise, Ariz. VOR	Animas INT, N.Mex.	12,000
Animas INT, N.Mex.	Columbus, N.Mex. VOR	
	E-bound	8600
	W-bound	10,000
Hilltop, Ariz. FM	Animas INT, N.Mex. E-bound only	10,000
Columbus, N.Mex. VOR	*Harrington Ranch INT, N.Mex.	8500
*Harrington Ranch INT, N.Mex.	El Paso, Tex. VOR	8500
*10,000 - MRA		
Columbus, N.Mex. VOR	El Paso, Tex. VOR	
via N alter.	via N alter.	9200
El Paso, Tex. VOR	Salt Flat, Tex. VOR	8000
*Salt Flat, Tex. VOR	Gore INT, Tex.	10,000
*8900 - MCA Salt Flat VOR, E-bound		
*Gore INT, Tex.	Wink, Tex. VOR	6000
*7200 - MCA Gore INT, W-bound		
*Salt Flat, Tex. VOR	Wink, Tex. VOR	
via N alter.	via N alter.	10,800
*8900 - MCA Salt Flat VOR, E-bound		
Wink, Tex. VOR	Midland, Tex. VOR	4500
via N alter.	via N alter	4500
Midland, Tex. VOR	Big Spring, Tex. VOR	4400
Big Spring, Tex. VOR	Abilene, Tex. VOR	4000
via S alter.	via S alter.	4000
Abilene, Tex. VOR	Mineral Wells, Tex. VOR	3100
via N alter.	via N alter.	*3500
via S alter	via S alter.	3200
*3000- MOCA		
Mineral Wells, Tex. VOR	Ft.Worth, Tex. VOR	2300
Fort Worth, Tex. VOR	Stadium INT, Tex. VOR	
via S alter.	via S alter.	2000
Stadium INT, Tex.	Hensley INT, Tex.	
via S alter.	via S alter.	2700
Hensley INT, Tex.	Dallas, Tex. VOR	
via S alter.	via S alter.	2000
Ft.Worth, Tex. VOR	Dallas, Tex. VOR	2200
Dallas, Tex. VOR	Sulphur Springs, Tex. VOR	2000
Ft.Worth, Tex. VOR	Sulphur Springs, Tex. VOR	
via N alter.	via N alter.	2200
Sulphur Springs, Tex. VOR	Texarkana, Ark. VOR	1800
via N alter.	via N alter.	1800
Texarkana, Ark. VOR	Pine Bluff, Ark. VOR	2500
via S alter.	via S alter.	3000

VOR CIVIL AIRWAY 16 - cont'd.

FROM	TO	MEA
Pine Bluff,Ark. VOR	Altheimer INT,Ark.	1500
Altheimer INT, Ark.	Memphis,Tenn.VOR	*2500
*1500 - MOCA		
Pine Bluff,Ark. VOR	Memphis,Tenn.VOR	
Via S alter.	Via S alter.	3000
Memphis,Tenn. VOR	*Fisherville INT, Tenn.	2000
*2500 - MRA		
Fisherville INT, Tenn.	*Williston INT, Tenn.	2000
*2500 - MRA		
Williston INT, Tenn.	Jackson,Tenn.VOR	2000
Jackson,Tenn.VOR	Graham,Tenn.VOR	*2500
*2000 - MOCA		
Memphis,Tenn.VOR	Jackson,Tenn.VOR	
Via S alter.	Via S alter.	2000
Jackson,Tenn.VOR	Graham,Tenn.VOR	
Via S alter.	Via S alter.	*2500
*2000 - MOCA		
Graham, Tenn.VOR	Nashville,Tenn.VOR	3000
Graham, Tenn. VOR	Crossville, Tenn. VOR	
via S alter.	via S alter.	5000
Nashville, Tenn. VOR	Crossville, Tenn. VOR	5000
Crossville,Tenn. VOR	Sweetwater INT, Tenn.	5000
Sweetwater INT, Tenn.	Knoxville,Tenn. VOR	3000
Knoxville, Tenn. VOR	*Telford INT, Tenn.	6000
*Telford INT, Tenn.	Tri-City, Tenn. VOR	6000
*9000 - MRA		
Tri-City, Tenn. VOR	Pulaski, Va. VOR	7700
Knoxville,Tenn. VOR	Yuma INT, Tenn.	
Via N alter.	Via N alter.	*4700
*4400 - MOCA		
Yuma INT,Tenn.	Hilton INT,Tenn.	
Via N alter.	Via N alter.	*5500
*5200 - MOCA		
Hilton INT,Tenn.	Hayters Gap INT, Tenn.	
Via N alter.	Via N alter.	6000
Hayters Gap INT, Tenn.	Pulaski,Va. VOR	
Via N alter.	Via N alter.	6500
Pulaski, Va. VOR	Montebello, Va. VOR	6000
Montebello, Va. VOR	Gordonsville, Va. VOR	6000
Gordonsville, Va. VOR	*Locustgrove INT, Va.	3000
*Locustgrove INT, Va.	Andrews, Md. LFR	1500
*2000 - MRA		
Andrews, Md. LFR	Dover, Del. VOR	1500
Dover,Del.VOR	Coyle,N.J. VOR	1500
Coyle, N.J.VOR	Woolf INT, N.J.	1500
Woolf INT,N.J.	Riverhead,N.Y.VOR	*2000
*1500 - MOCA		

VOR CIVIL AIRWAY 16 - cont'd.

FROM	TO	MEA
Riverhead, N.Y. VOR	Salem INT, Conn.	1800
Salem INT. Conn.	Norwich,Conn. VOR	1800
Norwich,Conn. VOR	Boston, Mass. VOR	1800

§610.6017 VOR CIVIL AIRWAY 17

FROM	TO	MEA
Laredo, Tex. VOR	Cotulla, Tex. VOR	1800
Cotulla, Tex. VOR	San Antonio, Tex. VOR	2200
San Antonio, Tex. VOR	Austin, Tex. VOR	
via E alter.	via E. alter.	2500
San Antonio, Tex. VOR	Spring Branch INT, Tex.	
via W alter.	via W alter.	*3000
*2600 - MOCA		
Spring Branch INT, Tex.	Austin, Tex. VOR	
via W alter.	via W alter.	*3000
*2700 - MOCA		
Austin, Tex. VOR	Waco, Tex. VOR	2000
via E alter.	via E alter.	2500
Waco, Tex. VOR	*Riovista INT, Tex.	2000
*Riovista INT, Tex.	Fort Worth, Tex. VOR	2100
*3000 - MRA		
Waco, Tex. VOR	Fort Worth, Tex. VOR	
via W alter.	via W alter.	*2300
*2000 - MOCA		
Ft.Worth, Tex. VOR	Forestburg INT, Tex.	2100
Forestburg INT, Tex.	Bradley INT, Okla	*5000
*2600 - MOCA		
Bradley INT, Okla.	Oklahoma City, Okla. VOR	2600
Oklahoma City, Okla. VOR	Gage, Okla. VOR	*3900
*3600 - MOCA		
Gage, Okla. VOR	Garden City, Kans. VOR	*4400
*4300 - MOCA		
Garden City, Kans. VOR	Goodland, Kans. VOR	*5500
via W alter	via W alter.	*6400
*5000 - MOCA		

§610.6018 VOR CIVIL AIRWAY 18

FROM	TO	MEA
Dallas, Tex. VOR	Quitman, Tex. VOR	2000
Quitman, Tex. VOR	Caddo Lake INT, La.	1800
Caddo Lake INT, La.	Shreveport, La. VOR	1700
Shreveport, La. VOR	Monroe, La. VOR	1800
Shreveport,La. VOR	Monroe,La. VOR	
Via N alter.	Via N alter.	*2000
*1900 - MOCA		
Monroe, La. VOR	Jackson, Miss. VOR	1500
via S alter.	via S alter.	1500
Jackson, Miss. VOR	Meridian, Miss. VOR	2000
via S alter.	via S alter.	2000

VOR CIVIL AIRWAY 18 - cont'd.

FROM	TO	MEA
Meridian, Miss. VOR	Tuscaloosa, Ala. VOR	2500
via N alter.	via N alter.	2500
Tuscaloosa, Ala. VOR	Birmingham, Ala. VOR	2000
Birmingham, Ala. VOR	Anniston, Ala. VOR	3000
Anniston,Ala. VOR	Carrollton INT, Ga.	4000
Carrollton INT, Ga.	Campbellton INT, Ga.	2700
Campbellton INT, Ga.	Atlanta,Ga. ILS localizer	2200
Atlanta,Ga. ILS localizer	Oxford INT,Ga.	2200
Oxford INT,Ga.	*Madison INT,Ga.	**3500
*3500 - MRA		
**2100 - MOCA		
Madison INT,Ga.	Raytown INT,Ga.	*3800
*1800 - MOCA		
Raytown INT,Ga.	Augusta,Ga. VOR	1800
Anniston, Ala. VOR	Roopville INT, Ga.	
Via S alter.	Via S alter.	4000
Roopville INT, Ga.	Atlanta, Ga. VOR	
Via S alter.	Via S alter.	*3000
*2200 - MOCA		
Atlanta, Ga. VOR	*McDonough INT,Ga.	
via S alter.	via S alter.	2200
*2700 - MRA		
McDonough INT, Ga.	Augusta, Ga. VOR	
via S alter.	via S alter.	*3700
*2200 - MOCA		
Augusta, Ga. VOR	Charleston, S.C. VOR	*2800
*2000 - MOCA		

§610.6019 VOR CIVIL AIRWAY 19

FROM	TO	MEA
El Paso, Tex. VOR	*Harrington Ranch INT, N.Mex.	8500
*Harrington Ranch INT, N.Mex.	Truth or Consequences, N.Mex. VOR	10,000
*10,000 - MRA		
Truth or Consequences, N.Mex. VOR	Albuquerque, N.Mex. VOR	10,000
Albuquerque, N.Mex. VOR	Santa Fe, N.Mex. VOR	9000
*Santa Fe, N.Mex. VOR	**Las Vegas, N.Mex. VOR	12,500
*11,600 - MCA Santa Fe VOR, E-bound		
**11,300 - MCA Las Vegas VOR, W-bound		
Las Vegas, N.Mex. VOR	Raton, N.Mex. VOR	11,000
via E alter.	via E alter.	11,000
Raton, N.Mex. VOR	Pueblo, Colo. VOR	11,000
Denver, Colo. VOR	Cheyenne, Wyo. VOR	7500
Denver,Colo.VOR	*Gill INT,Colo.	
Via E alter.	Via E alter.	7500
*14000 - MRA		
Gill INT,Colo.	Hereford INT,Wyo.	
Via E alter.	Via E alter.	7500
Hereford INT,Wyo.	Cheyenne,Wyo.VOR	
Via E alter.	Via E alter.	7300

VOR CIVIL AIRWAY 19 - cont'd.

FROM	TO	MEA
Cheyenne, Wyo. VOR	Douglas, Wyo. VOR	9000
via E alter.	via E alter.	7500
Douglas, Wyo. VOR	Casper, Wyo. VOR	8000
via E alter.	via E alter.	7500
Casper, Wyo. VOR	Crazy Woman, Wyo. VOR	7500
via E alter.	via E alter.	7500
Crazy Woman, Wyo. VOR	*Sheridan, Wyo. VOR	9500
via E alter.	via E alter.	7500
*8500 - MCA Sheridan VOR, SE-bound		
Sheridan, Wyo. VOR	Billings, Mont. VOR	8000
Billings, Mont. VOR	Lewistown, Mont. VOR	8000
Lavina, Mont. FM	Billings, Mont. VOR S-bound only	6000
Lewistown, Mont. VOR	*Great Falls, Mont. VOR	9000
*6800 - MCA Great Falls VOR, E-bound		

§610.6020 VOR CIVIL AIRWAY 20

FROM	TO	MEA
Laredo, Tex. VOR	Corpus Christi, Tex. VOR	2100
Corpus Christi, Tex. VOR	Palacios, Tex. VOR	1300
Palacios, Tex. VOR	Houston, Tex. VOR	2100
Palacios, Tex. VOR	Richmond INT, Tex.	
Via N alter.	Via N alter.	*2000
*1400 - MOCA		
Richmond INT, Tex.	Houston, Tex. VOR	
Via N alter.	Via N alter.	2100
Houston, Tex. VOR	Beaumont, Tex. VOR	1600
Houston, Tex. VOR	*Crosby INT, Tex.	
Via N alter.	Via N alter.	1600
*1900 - MRA		
Crosby INT, Tex.	Beaumont, Tex. VOR	
Via N alter.	Via N alter.	*1900
*1600 - MOCA		
Houston, Tex. VOR	High Island INT, Tex.	
Via S alter.	Via S alter.	1500
High Island INT, Tex.	Lake Charles, La. VOR	
Via S alter.	Via S alter.	*2000
*1400 - MOCA		
Beaumont, Tex. VOR	Lake Charles, La. VOR	1400
Lake Charles, La. VOR	Lafayette, La. VOR	1300
Lafayette, La. VOR	New Orleans, La. VOR	1400
New Orleans, La. VOR	Mobile, Ala. VOR	2500
Mobile, Ala. VOR	Evergreen, Ala. VOR	1500
Evergreen, Ala. VOR	Montgomery, Ala. VOR	1800
Montgomery, Ala. VOR	Kent INT, Ala. VOR	2000

VOR CIVIL AIRWAY 20 - cont'd.

FROM	TO	MEA
Kent INT, Ala.	LaGrange, Ga. VOR	1900
LaGrange, Ga. VOR	*Madras INT, Ga.	2000
*Madras INT, Ga.	Atlanta, Ga. VOR	2000
*3000 - MRA		
Atlanta, Ga. VOR	Royston, Ga. VOR	2700
Royston, Ga. VOR	Spartanburg, S.C. VOR	2300
Atlanta, Ga. VOR	Norcross, Ga. VOR	
Via N alter.	Via N alter.	3000
Norcross, Ga. VOR	Homer INT, Ga.	
Via N alter.	Via N alter.	2500
Homer INT, Ga.	Clemson INT, S.C.	
Via N alter.	Via N alter.	*4500
*3200 - MOCA		
Clemson INT, S.C.	Spartanburg, S.C. VOR	
Via N alter.	Via N alter.	*4500
*3200 - MOCA		
Spartanburg, N.C. VOR	Mooresville INT, N. C.	2500
Mooresville INT, N. C.	Greensboro, N.C. VOR	3000
Greensboro, N.C. VOR	*Reid INT, N.C.	2300
*Reid INT, N.C.	So. Boston, Va. VOR	2300
*3500 - MRA		
So. Boston, Va. VOR	Flat Rock, Va. VOR	2000

§610.6021 VOR CIVIL AIRWAY 21

FROM	TO	MEA
Kingfish INT, Calif.	Long Beach, Calif. VOR	3500
Long Beach, Calif. VOR	Ontario, Calif. VOR	5000
*Ontario, Calif. VOR	Daggett, Calif. VOR	10,000
*8000 - MCA Ontario VOR, NE-bound		
Fontana, Calif. FM	Ontario, Calif. VOR SW-bound only	5000
Daggett, Calif. VOR	*Silver Lake INT, Calif.	9500
*13000 - MRA		
Silver Lake INT, Calif.	Las Vegas, Nev. VOR	9500
Las Vegas, Nev. VOR	Mead INT, Nev.	
via E alter.	via E alter.	6000
*Mead INT, Nev.	Mormon Mesa, Nev. VOR	
Via E alter.	Via E alter.	7000
*7000 - MCA Mead INT, N-bound		
Las Vegas, Nev. VOR	Mormon Mesa, Nev. VOR	8000
Crystal, Nev. FM	Las Vegas, Nev. VOR SW-bound only	6500
Mormon Mesa, Nev. VOR	Milford, Utah VOR	10,000
Milford, Utah VOR	Delta, Utah VOR	9000
Delta, Utah VOR	*Salt Lake City, Utah VOR	12,000
*10,000 - MCA Salt Lake City VOR, S-bound		
Riverton, Utah FM	Salt Lake City, Utah VOR N-bound only	11,000
Salt Lake City, Utah VOR	Ogden, Utah VOR	6500

VOR CIVIL AIRWAY 21 - cont'd.

FROM	TO	MEA
*Ogden, Utah VOR	Malad City, Ida. VOR	11,000
*9000 - MCA Ogden VOR, N-bound		
Corinne Utah. FM	Ogden, Utah VOR S-bound only	10,000
Malad City, Ida. VOR	*Pocatello, Ida. VOR	11000
*9000 - MCA Pocatello VOR, S-bound		
Pocatello, Ida. VOR	Dubois, Ida. VOR	7500
via W alter.	via W alter.	7500
*Dubois, Ida. VOR	Dillon, Mont. VOR	11500
*9600 - MCA Dubois VOR, N-bound		
Dillon, Mont. VOR	*Whitehall, Mont. VOR	10500
*9300 - MCA Whitehall VOR, N-bound		
Whitehall, Mont. VOR	Helena, Mont. VOR	10,500
Helena, Mont. VOR	Wolf Creek INT, Mont.	9500
Wolf Creek INT, Mont.	*Great Falls, Mont. VOR	8500
*6600 - MCA Great Falls VOR, SW-bound		
Great Falls, Mont. VOR	Cut Bank, Mont. VOR	6000
Cut Bank, Mont. VOR	U.S. Canadian Boundary VOR	6000

§610.6022 VOR CIVIL AIRWAY 22

FROM	TO	MEA
New Orleans, La. VOR	*Cat INT, La.	**3600
*3600 - MRA		
**1600 - MOCA		
Cat INT, La.	Mobile, Ala. VOR	1400
Mobile, Ala. VOR	McDavid INT, Fla.	*3000
*1500 - MOCA		
McDavid INT, Fla.	Crestview, Fla. VOR	*1500
*1400 - MOCA		
Crestview, Fla. VOR	Marianna, Fla. VOR	1400
Marianna, Fla. VOR	Tallahassee, Fla. VOR	1500
Via N alter.	Via N alter.	1500
Tallahassee, Fla. VOR	Greenville INT, Fla.	1500
Greenville INT, Fla.	*Genoa INT, Fla.	**3000
*3000 - MRA		
**1500 - MOCA		
Genoa INT, Fla.	Jacksonville, Fla. VOR	*2500
*1300 - MOCA		

§610.6023 VOR CIVIL AIRWAY 23

FROM	TO	MEA
San Diego, Calif. VOR	Oceanside, Calif. VOR N-bound	3000
	S-bound	2500
Oceanside, Calif. VOR	Long Beach, Calif. VOR	4000
Long Beach, Calif. VOR	*Los Angeles, Calif. VOR	2000
*3000 - MCA Los Angeles VOR, N-bound		
Los Angeles, Calif. VOR	Pacoima INT, Calif. N-bound	5000
	S-bound	4000
Pacoima INT, Calif.	*Saugus INT, Calif.	7000
*8000 - MCA Saugus INT, N-bound		

VOR CIVIL AIRWAY 23 - cont'd.

FROM	TO	MEA
Saugus INT, Calif.	*Bakersfield, Calif. VOR	10,000
*7000 - MCA Bakersfield VOR, S-bound		
White Oaks INT, Calif.	Bakersfield, Calif. VOR N-bound only	6000
Bakersfield, Calif. VOR	Fresno, Calif. VOR	3000
Fresno, Calif. VOR	Modesto, Calif. VOR	2000
via E alter.	via E alter.	4500
Modesto, Calif. VOR	Sacramento, Calif. VOR	2000
Sacramento, Calif. VOR	Red Bluff, Calif. VOR	4000
Grimes INT, Calif.	Sacramento, Calif. VOR SE-bound only	2000
Red Bluff, Calif. VOR	Delta INT, Calif.	8000
Delta INT, Calif.	Redding, Calif. FM S-bound	7000
Redding, Calif. FM	Red Bluff, Calif. VOR S-bound	3000
Delta INT, Calif.	Ft. Jones, Calif. VOR	10,000
Ft. Jones, Calif. VOR	*Medford, Ore. VOR	10000
*8000 - MCA Medford VOR, S-bound		
Talent INT, Ore.	Medford, Ore. VOR N-bound only	8000
Ft. Jones, Calif. VOR	*Medford, Ore. VOR	
Via E alter.	Via E alter.	9500
*8000 - MCA Medford VOR, SE-bound		
Klamath Junction INT, Ore.	Medford, Ore. VOR	
via E alter.	via E alter. N-bound only	8000
Medford, Ore. VOR	Eugene, Ore. VOR	8000
Eugene, Ore. VOR	Portland (Manor), Ore. VOR	4000
Eugene, Ore. VOR	Monmouth INT, Ore.	
via W alter.	via W alter.	5000
Monmouth INT, Ore.	Newberg, Ore. VOR	
via W alter.	via W alter.	3200
Newberg, Ore. VOR	Portland (Manor), Ore. VOR	
via W alter.	via W alter.	3200
Portland (Manor), Ore. VOR	Seattle, Wash. VOR	5000
Rainier INT, Wash.	Seattle, Wash. VOR N-bound only	3000
Portland, Oreg. VOR	Toledo INT, Wash.	
Via W alter.	Via W alter.	5000
Toledo INT, Wash.	Olympia, Wash. VOR	
Via W alter.	Via W alter. S-bound	5000
	N-bound	4000
Olympia, Wash. VOR	Shelton INT, Wash.	
Via W alter.	Via W alter.	3000
Shelton INT, Wash.	Seattle, Wash. VOR	
Via W alter.	Via W alter.	3000
Seattle, Wash. VOR	Bellingham, Wash. VOR	4000
Bellingham, Wash. VOR	*Vancouver, B.C. LFR	2000

*For that airspace over U.S. Territory

(1 May 1956)

§610.6024 VOR CIVIL AIRWAY 24

FROM	TO	MEA
Aberdeen, S.D. VOR via N alter.	Watertown, S.D. VOR via N alter.	3000 3000
Watertown, S.D. VOR via N alter.	Redwood Falls, Minn. VOR via N. alter	*3400 *3700

*3300 - MOCA

§610.6025 VOR CIVIL AIRWAY 25

FROM	TO	MEA
Camarillo, Calif. LFR	*Santa Barbara, Calif. VOR	6000
*8000 - MCA Santa Barbara VOR, NW-bound		
Santa Barbara, Calif. VOR	Paso Robles, Calif. VOR	8000
Paso Robles, Calif. VOR	San Ardo INT, Calif,	5000
San Ardo INT, Calif.	*San Francisco, Calif. VOR	6000
*4000 - MCA San Francisco VOR, SE-bound		
Campbell INT, Calif.	San Francisco, Calif. VOR NW-bound only	4000
San Francisco, Calif. VOR	Stinson Beach INT, Calif.	3000
Stinson Beach INT, Calif.	Point Reyes, Calif. VOR	3000
Point Reyes, Calif. VOR	*Geyserville INT, Calif.	8500
*8500 - MRA		
13500 - MCA Geyserville INT, N-bound		
Geyserville INT, Calif.	Lakeport INT, Calif.	*13500
*7000 - MOCA		
Lakeport INT, Calif.	*Red Bluff, Calif. VOR S-bound N-bound	13500 9000
*6000 - MCA Red Bluff VOR, S-bound		
Red Bluff, Calif. VOR	Klamath Falls, Ore. VOR	10,000
Klamath Falls, Ore. VOR	Redmond, Ore. VOR	*12,000
*10,000 - MOCA		
Redmond, Ore. VOR	The Dalles, Ore. VOR	7500
*The Dalles, Ore. VOR	White Swan INT, Wash.	8000
*4800 - MCA The Dalles VOR, N-bound		
White Swan INT, Wash.	Yakima, Wash. VOR N-bound S-bound	4000 5500
*The Dalles, Ore. VOR	Toppenish INT, Wash	
Via E alter.	Via E alter.	7000
*4800 - MCA The Dalles VOR, N-bound		
Toppenish INT, Wash. via E alter.	Yakima, Wash. VOR via E alter. N-bound S-bound	4000 5000
Ellensburg, Wash. VOR	Selah INT, Wash.	5500
Selah INT, Wash.	Yakima, Wash. VOR	4500

§610.6026 VOR CIVIL AIRWAY 26

FROM	TO	MEA
Cherokee, Wyo. VOR	*Casper, Wyo. VOR	11,000
*10,000 - MCA Casper VOR, S-bound		
Casper, Wyo. VOR	Sand Creek INT, Wyo,	7500
Sand Creek INT, Wyo, VOR	*Rapid City, S.D. VOR	**13000
*6000 - MCA Rapid City VOR, W-bound		
**10000 - MOCA		
Rapid City, S.D. VOR via N alter.	Philip, S.D. VOR via N alter.	4400 4400
Philip, S.D. VOR via S alter.	Pierre, S.D. VOR via S alter.	3400 3400
Pierre, S.D. VOR via S alter.	Huron, S.D. VOR via S alter.	3400 3400
Huron, S.D. VOR	Oakwood INT, S.D.	*3900
Oakwood INT, S.D.	Redwood Falls, Minn. VOR	*3900
*2800 - MOCA		
Huron, S.D. VOR via S alter.	Redwood Falls, Minn. VOR via S alter.	*4700
*2800 - MOCA		
Redwood Falls, Minn. VOR via S alter.	Minneapolis, Minn. VOR via S alter	2200 2300
Minneapolis, Minn. VOR	Houlton INT, Wis.	2500
Houlton INT, Wis.	Eau Claire, Wis. VOR	2800
Eau Claire, Wis. VOR	*Cadott INT, Wis.	2400
*2400 - MRA		
Cadott INT, Wis.	*Wausau, Wis. VOR	3200
*3200 - MCA Wausau VOR, W-bound		
Eau Claire, Wis. VOR via S alter.	Wausau, Wis. VOR via S alter.	3200
Wausau, Wis. VOR	Green Bay, Wis. VOR	2400
Wausau, Wis. VOR via S alter.	Big Falls INT, Wis. via S alter.	2400
Big Falls INT, Wis. via S alter.	Green Bay, Wis. VOR via S alter.	2100
Green Bay, Wis. VOR	Pentwater INT, Mich.	2700
Pentwater INT, Mich.	White Cloud, Mich. VOR	2000
White Cloud, Mich. VOR	Lansing, Mich. VOR	2000
Muskegon, Mich. VOR via S alter.	Lansing, Mich. VOR via S alter.	2200
Lansing, Mich. VOR	Salem, Mich. VOR	2900
Salem, Mich. VOR	Kloise INT, Mich.	2000
Kloise INT, Mich.	*Pelee INT, Canada	**#2500
*2500 - MRA		
**2000 - MOCA		
#For that airspace over U.S. Territory		
Pelee INT, Canada	Cleveland, Ohio VOR	*#2500
*1900 - MOCA		
#For that airspace over U.S. Territory		

§610.6027 VOR CIVIL AIRWAY 27

FROM	TO	MEA
*Santa Barbara, Calif. VOR via W alter.	Paso Robles, Calif. VOR via W alter,	8000 7000
*8000 - MCA Santa Barbara VOR, NW-bound		
Paso Robles, Calif. VOR	Salinas, Calif. VOR	8000
Salinas, Calif. VOR	Stinson Beach INT, Calif.	5000
Stinson Beach INT, Calif.	Point Reyes, Calif. VOR	3000
Point Reyes, Calif. VOR	*Geyserville INT, Calif.	8500
*8500 - MRA		
8500 - MCA Geyserville INT, S-bound		
Geyserville INT, Calif.	Ukiah, Calif. VOR	6000
Salinas, Calif. VOR	Davenport INT, Calif.	
Via W alter.	Via W alter SE-bound NW-bound	5000 7000
Davenport INT, Calif.	Pedro INT, Calif.	
Via W alter.	Via W alter.	7000
Pedro INT, Calif.	Stinson Beach INT, Calif.	
Via W alter.	Via W alter.	5000
Stinson Beach INT, Calif.	Point Reyes, Calif. VOR	
Via W alter.	Via W alter.	3000
Salinas, Calif. VOR	*San Francisco, Calif. VOR	
via E alter.	via E alter.	6000
*4000 - MCA San Francisco VOR, SE-bound		
Ames INT, Calif. via E alter.	San Francisco, Calif. VOR via E alter. NW-bound only	3000
San Francisco, Calif. VOR	Oakland, Calif. VOR	
Via E alter.	Via E alter.	3000
Oakland, Calif. VOR	Point Reyes, Calif. VOR	
via E alter.	via E alter.	6000
Ukiah, Calif. VOR	Fortuna, Calif. VOR	6500
Fortuna, Calif. VOR	Crescent City, Calif. VOR	3000
Crescent City, Calif. VOR	North Bend, Ore. VOR	*8000
*6400 - MOCA		
North Bend, Ore. VOR	Newport, Ore. VOR	*6000
*4500 - MOCA		
Newport, Ore. VOR	Hoquiam, Wash. VOR	*7000
*5000 - MOCA		
Hoquiam, Wash. VOR	Shelton INT, Wash.	3500
Shelton INT, Wash.	Seattle, Wash. VOR	3000

§610.6028 VOR CIVIL AIRWAY 28

FROM	TO	MEA
Oakland, Calif. VOR	Modesto, Calif. VOR	4000
*Modesto, Calif. VOR	**West Point INT, Calif.	8000
*4000 - MCA Modesto VOR, NE-bound		
**10,000 - MCA West Point INT, NE-bound		

VOR CIVIL AIRWAY 28 - cont'd.

FROM	TO	MEA
West Point INT, Calif.	*Reno, Nev. VOR	13,000
*10,500 - MCA Reno VOR, SW-bound		

§610.6029 VOR CIVIL AIRWAY 29

FROM	TO	MEA
Chincoteague, Md. VOR	Salisbury, Md. VOR	1500
Salisbury, Md. VOR	Dover, Del. VOR	1700
Dover, Del. VOR	West Chester, Pa. VOR	1600
West Chester, Pa. VOR	Allentown, Pa. VOR	2500
Allentown, Pa. VOR	Wilkes-Barre Scranton, Pa. VOR	3500
Wilkes-Barre Scranton, Pa. VOR	Binghamton, N.Y. VOR	4000
Binghamton, N.Y. VOR	Syracuse, N.Y. VOR	3500
Syracuse, N.Y. VOR	Watertown, N.Y. VOR	2000
Watertown, N.Y. VOR	Massena, N.Y. VOR	2000
Massena, N.Y. VOR	U.S. Canadian Boundary VOR	2000

§610.6030 VOR CIVIL AIRWAY 30

FROM	TO	MEA
Milwaukee, Wis. VOR	Sun Fish INT, (Lake Mich.)	2000
Sun Fish INT (Lake Mich.)	Pullman, Mich. VOR	*2700
*2000 - MOCA		
Milwaukee, Wis. VOR	*New Berlin INT, Wis.	
Via S alter.	Via S alter.	2300
*4300 - MRA		
New Berlin INT, Wis.	*Racine INT, Wis.	
Via S alter.	Via S alter.	2000
*3000 - MRA		
Racine INT, Wis.	*Taylor INT, Wis.	
Via S alter.	Via S alter.	**2500
*4300 - MRA		
**2000 - MOCA		
Taylor INT, Wis.	Pullman, Mich. VOR	
Via S alter.	Via S alter.	*2500
*2000 - MOCA		
Pullman, Mich. VOR	Litchfield, Mich. VOR	2200
Litchfield, Mich. VOR	Hudson INT, Mich.	2600
Hudson INT, Mich.	Waterville, Ohio VOR	2200
Waterville, Ohio VOR	Bellevue INT, Ohio	1900
Bellevue INT, Ohio	INT 348 rad. Mansfield, Ohio & W crs Wellington VAR	2000
INT 348 rad. Mansfield, Ohio & W crs Wellington VAR	Wellington, Ohio VAR	2000
Wellington, Ohio VAR	Falls INT, Ohio	2500

VOR CIVIL AIRWAY 30 - cont'd.

FROM	TO	MEA
Falls INT, Ohio	Youngstown, Ohio VOR	2500
Youngstown, Ohio VOR	*Mercer INT, Pa.	2600
*4000 - MRA		
Mercer INT, Pa.	*Brookville INT, Pa.	4000
*4000 - MRA		
Brookville INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Allentown, Pa. VOR	3500
Allentown, Pa. VOR	Chatham INT, N.J.	2500
Idlewild, N.Y. VOR	Patchogue INT, N.Y.	*2000
*1500 - MOCA		
Patchogue INT, N.Y.	Mastic INT, N.Y.	*4000
*1500 - MOCA		
Mastic INT, N.Y.	*White Cap INT, N.Y.	**11,000
*6000 - MRA		
**1500 - MOCA		
White Cap INT, N.Y.	Newport INT, R.I.	*6000
*1500 - MOCA		
Newport INT, R.I.	Nantucket, Mass. VOR	*2000
*1500 - MOCA		

§610.6031 VOR CIVIL AIRWAY 31

FROM	TO	MEA
Baltimore, Md. VOR	Harrisburg, Pa. VOR	3000
Harrisburg, Pa. VOR	*Liverpool INT, Pa.	3500
*4000 - MRA		
Liverpool INT, Pa.	Selinsgrove, Pa. VOR	3500
Selinsgrove, Pa. VOR	Williamsport, Pa. VOR	3500
Williamsport, Pa. VOR	*Grover INT, Pa.	4000
*Grover INT, Pa.	Elmira, N.Y. VOR	4000
*5000 - MRA		
Elmira, N.Y. VOR	Bellona INT, N.Y.	3500
Bellona INT, N.Y.	Rochester, N.Y. VOR	3000

§610.6032 VOR CIVIL AIRWAY 32

FROM	TO	MEA
Battle Mountain, Nev. VOR	Elko, Nev. VOR	11,000
Elko, Nev. VOR	Bonneville, Utah VOR	13000
Elko, Nev. VOR Via N alter.	Wells, Nev. VOR Via N alter.	13000
Wells, Nev. VOR	Bonneville, Utah VOR	
Via N alter.	Via N alter.	12000
Bonneville, Utah VOR	*Salt Lake City, Utah VOR	11000
*13000 - MCA Salt Lake City VOR, E-bound		
Salt Lake City, Utah VOR	Ft. Bridger, Wyo. VOR	13,000

§610.6033 VOR CIVIL AIRWAY 33

FROM	TO	MEA
Baltimore, Md. VOR	Harrisburg, Pa. VOR	3000
Harrisburg, Pa. VOR	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Bradford, Pa. VOR	4000
Bradford, Pa. VOR	*Olean INT, Pa.	4500
*Olean INT, Pa.	Buffalo, N.Y. VOR	4500
*6000 - MRA		

§610.6034 VOR CIVIL AIRWAY 34

FROM	TO	MEA
Rochester, N.Y. VOR	Bellona INT, N.Y.	3000
Bellona INT, N.Y.	Binghamton, N.Y. VOR	3500
Binghamton, N.Y. VOR	Newburgh INT, N.Y.	4000
Newburgh INT, N.Y.	West Point INT, N. Y.	3000
West Point INT, N. Y.	Wilton, Conn. VOR	2500
Wilton, Conn. VOR	Saybrook INT, Conn.	2000

§610.6035 VOR CIVIL AIRWAY 35

FROM	TO	MEA
Miami, Fla. VOR	*Tamiami INT, Fla.	1200
*2000 - MRA		
Tamiami INT, Fla.	Ft. Myers, Fla. VOR	*2000
*1200 - MOCA		
Ft. Myers, Fla. VOR	Tampa, Fla. VOR	1500
Tampa, Fla. VOR	*Shrimp INT, Fla.	**1500
*6000 - MRA		
**1200 - MOCA		
Shrimp INT, Fla.	Lobster INT, Fla.	*6000
*1000 - MOCA		
Lobster INT, Fla.	*St. Marks INT, Fla.	**2000
*2000 - MRA		
**1000 - MOCA		
St. Marks INT, Fla.	Tallahassee, Fla. VOR	1500
Tallahassee, Fla. VOR	Albany, Ga. VOR	1500
Albany, Ga. VOR	Macon, Ga. VOR	1600
Macon, Ga. VOR	*Madison INT, Ga.	**2600
*3500 - MRA		
**2000 - MOCA		
Madison INT, Ga.	Athens INT, Ga.	*2600
*2000 - MOCA		
Athens INT, Ga.	Royston, Ga. VOR	2000
Royston, Ga. VOR	Asheville, N.C. VOR	6000
Asheville, N.C. VOR	*Roan Mt. INT, N.C.	8500
*7000 - MCA Roan Mt. INT, S-bound		
Roan Mt. INT, N.C.	Tri-City, Tenn. VOR	6000
Tri-City, Tenn. VOR	Paynesville, W.Va. LF/RBN	6000
Paynesville, W.Va. LF/RBN	Charleston, W.Va. VOR	4500
Charleston, W.Va. VOR	*Sandyville INT, W.Va.	2500

VOR CIVIL AIRWAY 35 - cont'd.

FROM	TO	MEA
*Sandyville INT, W.Va.	Parkersburg, W.Va. VOR	2500
*4000 - MRA		
Parkersburg, W.Va. VOR	Pittsburgh, Pa. VOR	3000
Pittsburgh, Pa. VOR	*New Alexandria INT, Pa.	3000
*4000 - MCA New Alexandria INT, E-bound		
New Alexandria INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Elmira, N.Y. VOR	4500
Elmira, N.Y. VOR	Syracuse, N.Y. VOR	3500
via E alter.	via E alter.	3500

§610.6036 VOR CIVIL AIRWAY 36

FROM	TO	MEA
U.S. Canadian Border	Buffalo, N.Y. VOR	2000
Buffalo, N.Y. VOR	Elmira, N.Y. VOR	3500
Elmira, N.Y. VOR	Scranton, Pa. VOR	3500
Wilkes-Barre Scranton, Pa. VOR	Branchville INT, N. J.	3500
Branchville INT, N. J.	Paterson INT, N.J.	3000

§610.6037 VOR CIVIL AIRWAY 37

FROM	TO	MEA
Savannah, Ga. VOR	Columbia, S.C. VOR	1400
Columbia, S.C. VOR	*Blythewood INT, S. C.	2000
*3300 - MRA		
Blythewood INT, S. C.	Charlotte, N.C. VOR	2000
Elkins, W.Va. VOR	Morgantown, W.Va. VOR	5000
Morgantown, W.Va. VOR	Millsboro INT, Pa.	4000
Millsboro INT, Pa.	Pittsburgh, Pa. VOR	3000
Pittsburgh, Pa. VOR	Turnpike INT, Pa.	3000
Turnpike INT, Pa. *3000 - MOCA	Erie, Pa. VOR	*4000

§610.6038 VOR CIVIL AIRWAY 38

FROM	TO	MEA
Peotone, Ill. VOR	Thayer INT, Ind.	2000
Thayer INT, Ind.	Ft. Wayne, Ind. VOR	*4000
*2200 - MOCA		
Ft. Wayne, Ind. VOR	Findlay, Ohio VOR	2600
Findlay, Ohio VOR	Columbus, Ohio VOR	2500
via S alter.	via S alter.	2500
Columbus, Ohio VOR	*Glenford INT, Ohio	2500
*3000 - MRA		
Glenford INT, Ohio	Parkersburg, W.Va. VOR	2500
Parkersburg, W.Va. VOR	Elkins, W.Va. VOR	5000

§610.6039 VOR CIVIL AIRWAY 39

FROM	TO	MEA
South Boston, Va. VOR	Gordonsville, Va. VOR	3000
Gordonville, Va. VOR	Herndon, Va. VOR	3000
Herndon, Va. VOR	INT Herndon, rad. 45 T & Baltimore, Md. rad. 281 T	2500
Lancaster INT, Pa.	Allentown, Pa. VOR	2500
Allentown, Pa. VOR	Stroudsburg, Pa. VOR	2700
Stroudsburg, Pa. VOR	Poughkeepsie, N.Y. VOR	3000
Poughkeepsie, N.Y. VOR	Gardner, Mass. VOR	3500
Gardner, Mass. VOR	Concord, N.H. VOR	4000
Concord, N.H. VOR	Kennebunk, Me. VOR	2500

§610.6040 VOR CIVIL AIRWAY 40

FROM	TO	MEA
Peru INT, Ohio	Wellington, Ohio VAR	2000
Wellington, Ohio VAR	Bergholz INT, Ohio	2500
Bergholz INT, Ohio	Pittsburgh, Pa. VOR	2700

§610.6041 VOR CIVIL AIRWAY 41

FROM	TO	MEA
Pittsburgh, Pa. VOR	Palestine INT, Pa.	2500
Palestine INT, Pa.	Youngstown, Ohio VOR	3000

§610.6042 VOR CIVIL AIRWAY 42

FROM	TO	MEA
Salem Mich. VOR	*Riverside INT, Ont. Canada	#2300
*4500 - MRA		
#For that airspace over U.S. Territory		
Riverside INT, Ont. Canada	*Essex, Ont. Canada VOR	**#4500
*3700 - MRA		
**2300 - MOCA		
#For that airspace over U.S. Territory		
Essex INT, Ont. Canada	*Pelee INT, Canada	**#3700
*2500 - MRA		
**2300 - MOCA		
#For that airspace over U.S. Territory		
Pelee INT, Canada	Cleveland, Ohio VOR	*#2500
*1900 - MOCA		
#For that airspace over U.S. Territory		
Cleveland, Ohio VOR	Atwater INT, Ohio	2500
Atwater INT, Ohio	*Sebring INT, Ohio	**3500
*3500 - MRA		
**2500 - MOCA		
Sebring INT, Ohio	Power Point INT, Pa.	2600
Power Point INT, Pa.	Pittsburgh, Pa. VOR	2800

VOR CIVIL AIRWAY 42 - cont'd.

FROM	TO	MEA
Pittsburgh, Pa. VOR	*Latrobe INT, Pa. VOR	3000
*4000 - MCA Latrobe INT, E-bound		
Latrobe INT, Pa.	Johnstown, Pa. VOR	4500
Johnstown, Pa. VOR	Martinsburg, W.Va. VOR	4500
Martinsburg, W.Va. VOR	Dawsonville INT, Va.	3000
Dawsonville INT, Va.	Washington, D.C. TVOR	2000

§610.6043 VOR CIVIL AIRWAY 43

FROM	TO	MEA
Columbus, Ohio VOR	Tiverton INT, Ohio	2500
Tiverton INT, Ohio	*Mt. Hope INT, Ohio	**4000
*4000 - MRA		
**2500 - MOCA		
Mt. Hope INT, Ohio	Marchand INT, Ohio	*4000
*2500 - MOCA		
Marchand INT, Ohio	Youngstown, Ohio VOR	2500
Youngstown, Ohio VOR	Kingsville, Ohio VOR	2200
Kingsville, Ohio VOR	Erie, Pa. VOR	2000

§610.6044 VOR CIVIL AIRWAY 44

FROM	TO	MEA
Louisville, Ky. VOR	*Georgetown INT, Ky.	**3000
*3000 - MRA		
**2500 - MOCA		
*Georgetown INT, Ky.	York, Ky. VOR	**5000
*3000 - MRA		
**2500 - MOCA		
York, Ky. VOR	Parkersburg, W.Va. VOR	2500
Parkersburg, W.Va. VOR	Morgantown, W.Va. VOR	4000
Morgantown, W.Va. VOR	Martinsburg, W.Va. VOR	5000
Martinsburg, W.Va. VOR	INT Martinsburg, rad. 100 T & Baltimore, Md. rad. 280 T VOR	3000
INT Martinsburg, rad. 100 T & Baltimore, Md. rad. 280 T VOR	Baltimore, Md. VOR	2000
Baltimore, Md. VOR	Eagleside INT, Md.	1500

§610.6045 VOR CIVIL AIRWAY 45

FROM	TO	MEA
Lexington, Ky. VOR	York, Ky. VOR	2600
York, Ky. VOR	Columbus, Ohio VOR	2500
Columbus, Ohio VOR	Carey INT, Ohio	2400
Carey INT, Ohio	Waterville, Ohio VOR	2000

VOR CIVIL AIRWAY 45 - cont'd.

FROM	TO	MEA
Waterville, Ohio VOR	*Henrietta INT, Mich.	2300
*Henrietta INT, Mich.	Lansing, Mich. VOR	2300
*3000 - MRA		

§610.6046 VOR CIVIL AIRWAY 46

FROM	TO	MEA
Glen Cove INT, N.Y.	Riverhead, N.Y. VOR	1700
Riverhead, N.Y. VOR	Newport INT, R.I.	*3000
*1500 - MOCA		
Newport INT, R.I.	Nantucket, Mass. VOR	*2000
*1500 - MOCA		
Riverhead, N.Y. VOR	*White Cap INT, N.Y.	
via S alter.	via S alter.	1500
*6000 - MRA		
*White Cap INT, N.Y.	Newport INT, R.I.	
via S alter.	via S alter.	**6000
*6000 - MRA		
**1500 - MOCA		

§610.6047 VOR CIVIL AIRWAY 47

FROM	TO	MEA
Louisville, Ky. VOR	Nabb INT, Ind.	2100
Nabb INT, Ind.	Cincinnati, Ohio VOR	2400
Cincinnati, Ohio VOR	Hamilton INT, Ohio	3000
	S-bound	2300
Hamilton INT, Ohio	Dayton, Ohio VOR	3000
via W alter.	via W alter.	2500
Dayton, Ohio VOR	Findlay, Ohio VOR	
via W alter.	via W alter.	2300
Dayton, Ohio VOR	*Sidney INT, Ohio	2200
*Sidney INT, Ohio	Findlay, Ohio VOR	2200
*3000 - MRA		
Findlay, Ohio VOR	Waterville, Ohio VOR	2100
Waterville, Ohio VOR	Midcraft INT, Mich.	2300
Midcraft INT, Mich.	Detroit Willow Run Arpt. ILS localizer	2700

§610.6048 VOR CIVIL AIRWAY 48

FROM	TO	MEA
Burlington, Iowa VOR	Peoria, Ill. LFR	1900
Peoria, Ill. VOR	Pontiac, Ill. VOR	2300

§610.6049 VOR CIVIL AIRWAY 49

FROM	TO	MEA
Dillon, Mont. VOR	*Butte, Mont. VOR	11800
*10200 - MCA Butte VOR, S-bound		
Butte, Mont. VOR	INT Butte, Mont. 343 & Helena, Mont. 253 mag. rads.	9000
INT Butte, Mont. 343 & Helena, Mont. 253 mag. rads.	Avon INT, Mont.	9000

VOR CIVIL AIRWAY 49 - cont'd.

FROM	TO	MEA
Avon INT, Mont.	Wolf Creek INT, Mont.	9500
Wolf Creek INT, Mont.	*Great Falls, Mont. VOR	8500
*6600 - MCA Great Falls VOR, SW-bound		

§610.6050 VOR CIVIL AIRWAY 50

FROM	TO	MEA
St. Joseph, Mo. VOR.	Santa Rosa INT, Mo.	2400
Santa Rosa INT, Mo.	Kirksville, Mo. VOR	*3000
*2400 - MOCA		
Kirksville, Mo. VOR	Quincy, Ill. VOR	2500
Kirksville, Mo. VOR	Warren INT, Mo.	
via S alter.	via S alter.	*2500
*2000 - MOCA		
Warren INT, Mo.	Quincy, Ill. VOR	
via S alter.	via S alter.	2000
Quincy, Ill. VOR	Springfield, Ill. VOR	2000
Springfield, Ill. VOR	Hindsboro INT, Ill.	*4000
*2300 - MOCA		
Hindsboro INT, Ill.	Terre Haute, Ind. VOR	2200
Terre Haute, Ind. VOR	Cloverdale INT, Ind.	2300
Cloverdale INT, Ind.	Monrovia INT, Ind.	2300

§610.6051 VOR CIVIL AIRWAY 51

FROM	TO	MEA
Miami, Fla. VOR	New River INT, Fla.	1300
New River INT, Fla.	Belle Glade INT, Fla.	2000
Belle Glade INT, Fla.	Vero Beach, Fla. VOR	*2000
*1400 - MOCA		
Vero Beach, Fla. VOR	Daytona Beach, Fla. VOR	1300
Daytona Beach, Fla. VOR	Jacksonville, Fla. VOR	1300
Jacksonville, Fla. VOR	Alma, Ga. VOR	1600
Via E alter.	Via E alter.	*1400
*1200 - MOCA		
Jacksonville, Fla. VOR	Callahan INT, Fla.	
Via W alter.	Via W alter.	1200
Callahan INT, Fla.	Alma, Ga. VOR	
Via W alter.	Via W alter.	1600
Alma, Ga. VOR	*Red Dog INT, Ga.	1800
*Red Dog INT, Ga.	Macon, Ga. VOR	1800
*3100 - MRA		
Macon, Ga. VOR	*McDonough INT, Ga.	**2700
*2700 - MRA		
**2200 - MOCA		
McDonough INT, Ga.	Atlanta, Ga. VOR	2200
Alma, Ga. VOR	Powersville INT, Ga.	
via W alter.	via W alter.	*6800
*1700 - MOCA		
Powersville INT, Ga.	Atlanta, Ga. VOR	
via W alter.	via W alter.	*3500
*2300 - MOCA		

VOR CIVIL AIRWAY 51 - cont'd.

FROM	TO	MEA
Atlanta, Ga. VOR	Chattanooga, Tenn. VOR	*4000
*3500 - MOCA		
Chattanooga, Tenn. VOR	Crossville, Tenn. VOR	4200
Crossville, Tenn. VOR	Highway INT, Tenn.	4200
Highway INT, Tenn.	Campbellsville INT, Ky.	*5000
*3000 - MOCA		
Campbellsville INT, Ky.	Louisville, Ky. VOR	*3000
*2400 - MOCA		
Louisville, Ky. VOR	Nabb INT, Ky.	2100
Nabb INT, Ky.	Hartsville INT, Ind.	*4800
*2100 - MOCA		
Hartsville INT, Ind.	Indianapolis, Ind. VOR	2300
Indianapolis, Ind. VOR	*Pittsboro INT, Ind.	2100
*Pittsboro INT, Ind.	Lafayette, Ind. VOR	2300
*2300 - MRA		
Lafayette, Ind. VOR	Newland INT, Ind.	
via E alter.	via E alter.	2300
Newland INT, Ind.	Chicago Hgts., Ill. VOR	
via E alter.	via E alter.	2000
Lafayette, Ind. VOR	Shelby INT, Ind.	2300
Shelby INT, Ind.	Chicago Hgts., Ill. VOR	2000
Chicago Hgts., Ill. VOR	City INT, Ill.	2000

§610.6052 VOR CIVIL AIRWAY 52

FROM	TO	MEA
Des Moines, Iowa VOR	*Knoxville INT, Iowa	2200
*3400 - MRA		
Knoxville INT, Iowa	Ottumwa, Iowa VOR	2200
Des Moines, Iowa VOR	Ottumwa, Iowa VOR	
via S alter.	via S alter.	2500
Ottumwa, Iowa VOR	*Quincy, Ill. VOR	2600
via N alter.	via N alter.	2600
*2600 - MCA Quincy VOR, NW-bound		
Quincy, Ill. VOR	St. Louis, Mo. VOR	2000
via N alter.	via N alter.	2000

§610.6053 VOR CIVIL AIRWAY 53

FROM	TO	MEA
Charleston, S.C. VOR	*Holly Hill INT, S.C.	1400
*3800 - MRA		
Holly Hill INT, S. C.	Columbia, S.C. VOR	1400
Spartanburg, S.C. VOR	Asheville, N.C. VOR	6000
Asheville, N.C. VOR	*Roan Mt. INT, N.C.	8500
*7000 - MCA Roan Mt. INT, S-bound		

VOR CIVIL AIRWAY 53 - cont'd.

FROM	TO	MEA
Roan Mt.INT,N.C. VOR	Tri-City,Tenn.VOR	6000
Tri-City, Tenn. VOR	Daley INT, Ky.	6200
*Daley INT, Ky.	Lexington, Ky. VOR	3500
*5000 - MCA Daley INT, SE-bound		
Lexington, Ky. VOR	*Mt. Eden INT, Ky.	2200
*Mt. Eden INT, Ky.	Louisville, Ky. VOR	2200
*4000 - MRA		
Louisville, Ky. VOR	*Henryville INT, Ind.	2600
*3100 - MRA		
Henryville INT, Ind.	Banta INT, Ind.	2600
Banta INT, Ind.	Indianapolis, Ind. VOR	2300
Louisville, Ky. VOR	*Martinsburg INT, Ind.	
Via W alter.	Via W alter.	**3000
*3600 - MRA		
**2600 - MOCA		
Martinsburg INT, Ind.	*Mitchell INT, Ind.	
via W alter.	via W alter.	**3000
*3000 - MRA		
**2600 - MOCA		
Mitchell INT,Ind.	Sanders INT,Ind.	
Via W alter.	Via W alter.	*3000
*2600 - MOCA		
Sanders INT, Ind.	*Paragon INT,Ind.	
via W alter.	via W alter.	2500
*Paragon Int, Ind.	Indianapolis, Ind. VOR	
via W alter.	via W alter.	2200
*3000 - MRA		
Indianapolis, Ind. VOR	*Pittsboro INT, Ind.	2100
*2300 - MRA		
Pittsboro INT, Ind.	Lafayette, Ind. VOR	2300
Indianapolis, Ind. VOR	Lafayette, Ind. VOR	
via W alter.	via W alter.	2100
Lafayette, Ind. VOR	Peotone, Ill. VOR	*3000
*2300 - MOCA		
Peotone, Ill. VOR	Chicago Midway Arpt, Ill. TVOR	2300

§610.6054 VOR CIVIL AIRWAY 54

FROM	TO	MEA
Texarkana,Ark. VOR	Malvern INT,Ark.	2500
Malvern INT,Ark.	Little Rock,Ark. VOR	1800
Texarkana, Ark. VOR	Benton INT, Ark.	
Via N alter.	Via N alter.	*3000
*2500 - MOCA		
Benton INT, Ark.	Little Rock, Ark. VOR	
Via N alter.	Via N alter.	1800
Little Rock,Ark. VOR	Lonoke INT,Ark.	
Via N alter.	Via N alter.	1500

VOR CIVIL AIRWAY 54 - cont'd.

FROM	TO	MEA
Lonoke INT,Ark.	*Round Pond INT,Ark.	
Via N alter.	Via N alter.	**2500
*2500 - MRA		
**1600 - MOCA		
Round Pond INT, Ark.	Memphis,Tenn.VOR	
Via N alter.	Via N alter.	1700
Little Rock, Ark. VOR	Hazen INT, Ark.	1500
Hazen INT, Ark.	Memphis, Tenn. VOR	*2500
*1700 - MOCA		
Memphis, Tenn. VOR	Muscle Shoals, Ala. VOR	2400
Chattanooga,Tenn. VOR	*Crandall INT,Ga.	3000
*6000 - MCA Crandall INT, E-bound		
Crandall INT, Ga.	Murphy INT, N.C.	*6600
*6000 - MOCA		
Murphy INT, N.C.	Cleveland INT,S.C.	7000
Cleveland INT, S. C.	Spartanburg, S.C. VOR	4000
Spartanburg,S.C. VOR	Charlotte, N.C. VOR	2100

§610.6055 VOR CIVIL AIRWAY 55

FROM	TO	MEA
Dayton, Ohio VOR	Ft.Wayne, Ind. VOR	2200
via W alter.	via W alter.	2200
Ft.Wayne, Ind. VOR	Goshen, Ind. VOR	2300
Goshen, Ind. VOR	South Bend, Ind. VOR	2400
South Bend, Ind. VOR	Pullman, Mich. VOR	1900
Pullman, Mich. VOR	Muskegon, Mich. VOR	1900
Muskegon, Mich. VOR	Pentwater INT, Mich.	2000
Pentwater INT, Mich.	Green Bay, Mich. VOR	2700

§610.6056 VOR CIVIL AIRWAY 56

FROM	TO	MEA
Montgomery, Ala. VOR	Columbus, Ga. VOR	2100
Montgomery, Ala. VOR	Kent INT, Ala.	
via N alter.	via N alter.	2000
Kent INT, Ala.	Columbus, Ga. VOR	
via N alter.	via N alter.	2000
Columbus, Ga. VOR	Hamilton INT, Ga.	2400
Hamilton INT, Ga.	Macon, Ga. VOR	*3000
*2400 - MOCA		
Macon, Ga. VOR	Augusta, Ga. VOR	*2700
*1800 - MOCA		
Augusta, Ga. VOR	Columbia, S.C. VOR	2000
Columbia,S.C. VOR	Florence, S.C. VOR	1800
Columbia, S.C. VOR	*Blythewood INT, S. C.	
Via N alter.	Via N alter.	2000
*Blythewood INT, S. C.	Florence, S. C. VOR	
Via N alter.	Via N alter.	**3300
*3300 - MRA		
**1800 - MOCA		

§610.6057 VOR CIVIL AIRWAY 57

FROM	TO	MEA
Graham, Tenn. VOR	Bowling Green, Ky. VOR	*2400
Bowling Green, Ky. VOR	Scotland, Ind. VOR	*3000
*2500 - MOCA		
Scotland, Ind. VOR	Lafayette, Ind. VOR	2000
Lafayette, Ind. VOR	Shelby INT, Ind.	2300
Shelby INT, Ind.	Chicago Hgts., Ill. VOR	2000

§610.6059 VOR CIVIL AIRWAY 59

FROM	TO	MEA
Evansville, Ind. VOR	*Farina INT, Ill.	2000
*Farina INT, Ill.	Vandalia, Ill. VOR	2000
*3100 - MRA		
Evansville, Ind. VOR	Vandalia, Ill. VOR	
via E alter.	via E alter.	2000
Springfield, Ill. VOR	Peoria, Ill. VOR	2000
Peoria, Ill.VOR	Bradford, Ill.VOR	2000
Bradford, Ill. VOR	Moline, Ill. VOR	2000

§610.6060 VOR CIVIL AIRWAY 60

FROM	TO	MEA
Albuquerque, N.Mex. VOR	Otto, N.Mex. VOR	12,000
via S alter.	via S alter.	10,000
Otto, N.Mex. VOR	Las Vegas, N.Mex. VOR	10,000
Las Vegas,N.Mex. VOR	Conchas Dam INT, N. Mex.	9500
*Conchas Dam INT, N. Mex.	Tucumcari,N.Mex. VOR	7500
*8500 - MCA Conchas Dam INT, NE-bound		
Tucumcari,N.Mex. VOR	*Pleasant Hill INT N. Mex.	7000
*15500 - MRA		
Pleasant Hill INT, N.Mex.	Farwell INT,Tex.	*13000
*5500 - MOCA		
Farwell INT,Tex.	Lubbock,Tex.VOR	*10000
*6500 - MOCA		

§610.6061 VOR CIVIL AIRWAY 61

FROM	TO	MEA
Ft.Worth, Tex. VOR	Bridgeport INT, Tex.	2300
Bridgeport INT, Tex.	Wichita Falls, Tex. VOR	2600
Ft.Worth, Tex. VOR	Boonsville INT, Tex. VOR	
via W alter.	via W alter.	2300
Boonsville INT, Tex.	Wichita Falls, Tex. VOR	3000
Wichita Falls, Tex. VOR	Lawton, Okla. VOR	2200

§610.6062 VOR CIVIL AIRWAY 62

FROM	TO	MEA
Santa Fe, N.Mex. VOR	Anton Chico, N.Mex. VOR	10,00C
Anton Chico, N.Mex. VOR	Field INT,N.Mex.	*11500
*7800 - MOCA		
Field INT,N.Mex.	*Pleasant Hill INT, N.Mex.	**15500
*15500 - MRA		
**5800 - MOCA		
Pleasant Hill INT, N.Mex.	Farwell INT,Tex.	*13000
*5500 - MOCA		
Farwell INT,Tex.	Lubbock,Tex.VOR	*10000
*6500 - MOCA		

§610.6063 VOR CIVIL AIRWAY 63

FROM	TO	MEA
McAlester, Okla. VOR	Fayetteville, Ark. VOR	*3500
*2800 - MOCA		
Fayetteville, Ark. VOR	Springfield, Mo. VOR	2600
Springfield, Mo. VOR	Wilton INT, Mo.	*3500
*2500 - MOCA		
Wilton INT, Mo.	Columbia, Mo. VOR	2600
Columbia, Mo. VOR	Quincy, Ill. VOR	2000
Quincy, Ill. VOR	Burlington, Iowa VOR	2600
Burlington, Iowa VOR	Moline, Ill. VOR	2300
Moline, Ill. VOR	Janesville, Wis. VOR	2200
via W alter.	via W alter.	2200
Janesville,Wis. VOR	Milwaukee,Wis.VOR	2500
via W alter.	via W alter.	2500

§610.6064 VOR CIVIL AIRWAY 64

FROM	TO	MEA
*Long Beach,Calif. VOR	Corona INT,Calif. W-bound	5000
	E-bound	7000
*5000 - MCA Long Beach VOR, E-bound		
Corona INT,Calif.	Perris INT,Calif.	8000
*Perris INT, Calif.	**Thermal,Calif.VOR	12000
*11000 - MCA Perris INT, E-bound		
**12000 - MCA Thermal VOR, W-bound		
Thermal,Calif. VOR	Blythe,Calif.VOR	7000

§610.6065 VOR CIVIL AIRWAY 65

FROM	TO	MEA
Bonner Springs INT, Kans.	St.Joseph, Mo. VOR	2400
St.Joseph,Mo.VOR	Lamoni,Iowa VOR	2400

§610.6066 VOR CIVIL AIRWAY 66

FROM	TO	MEA
*San Diego, Calif. VOR	Seeley INT, Calif. VOR	8000
*4000 - MCA San Diego VOR, E-bound		
Seeley INT, Calif.	Yuma, Ariz. VOR	4000
San Diego, Calif. VOR	Jamul, Calif. LF/RBN W-bound only	4500
Jamul, Calif. LF/RBN	Barrett Lake, Calif. FM W-bound only	6000
Yuma, Ariz. VOR	Gila Bend, Ariz. VOR	4000
Gila Bend, Ariz.	Tucson, Ariz.	10,000
Gila Bend, Ariz. VOR via N alter.	Toltec INT, Ariz. via N alter.	*10,000
*5000 - MOCA		
Toltec INT, Ariz. VOR via N alter.	Tucson, Ariz. VOR via N alter.	7000
*Tucson, Ariz. VOR	Douglas, Ariz. VOR	10000
*9000 - MCA Tucson VOR, SE-bound		
Douglas, Ariz. VOR	Animas INT, N. Mex.	10,000
Animas INT, N. Mex.	Columbus, N. Mex. VOR E-bound	8600
	W-bound	10,000
Columbus, N. Mex. VOR	*Animas INT, N. Mex. W-bound	10,000
*10,000 - MRA		
Columbus, N. Mex. VOR	*Harrington Ranch INT, N. Mex.	8500
*Harrington Ranch INT, N. Mex.	El Paso, Tex. VOR	8500
*10,000 - MRA		
Columbus, N. Mex. VOR via N alter.	El Paso, Tex. VOR via N alter.	9000
El Paso, Tex. VOR	Hudspeth, Tex. VOR	8000
Hudspeth, Tex. VOR	Culberson, Tex. VOR	8000
Culberson, Tex. VOR	Orno INT, Tex.	6300
Orno INT, Tex.	Monahans INT, Tex.	8000
Monahans INT, Tex.	Midland, Tex. VOR	*5000
*4300 - MOCA		

§610.6067 VOR CIVIL AIRWAY 67

FROM	TO	MEA
Waterloo, Iowa VOR	Mason City, Iowa VOR	2500
Mason City, Iowa VOR via W alter.	Rochester, Minn. VOR via W alter.	2500 2800

§610.6068 VOR CIVIL AIRWAY 68

FROM	TO	MEA
Albuquerque, N. Mex. VOR	INT 156 mag. Albuquerque, & 259 mag. Corona, VOR	
via S alter.	via S alter.	10,000
INT 156 mag. Albuquerque, & 259 mag. Corona, VOR via S alter.	Corona, N. Mex. VOR via S alter.	9500

VOR CIVIL AIRWAY 68 - cont'd.

FROM	TO	MEA
Albuquerque, N. Mex. VOR via N alter.	Corona, N. Mex. VOR via N alter.	12,000 10,000
Corona, N. Mex. VOR Via N alter.	Roswell, N. Mex. VOR via N alter.	9000 9000
Roswell, N. Mex. VOR	*Hagerman INT, N. Mex.	6000
*Hagerman INT, N. Mex.	Hobbs, N. Mex. VOR	6000
*6500 - MRA		
Hobbs, N. Mex. VOR	*Pipe Line INT, Tex.	8300
*5000 - MRA		
Pipe Line INT, Tex.	Midland, Tex. VOR	4000
Hobbs, N. Mex. VOR via S alter.	Midland, Tex. VOR via S alter.	5300
Midland, Tex. VOR	San Angelo, Tex. VOR	4400
via S alter.	via S alter.	4400
San Angelo, Tex. VOR	Junction, Tex. VOR	3600
Junction, Tex. VOR	Boerne INT, Tex.	*3600
*3400 - MOCA		
Boerne INT, Tex.	San Antonio, Tex. VOR	2800
San Antonio, Tex. VOR	*Elmendorf INT, Tex.	2200
*Elmendorf INT, Tex.	Corpus Christi, Tex. VOR	2200
*4000 - MRA		
Corpus Christi, Tex. VOR	Kingsville INT, Tex.	
	E-bound	2000
	W-bound	6000
Kingsville INT, Tex.	Brownsville, Tex. VOR	*6000
*1300 - MOCA		

§610.6069 VOR CIVIL AIRWAY 69

FROM	TO	MEA
Little Rock, Ark. VOR	Lonoke INT, Ark.	1500
Lonoke INT, Ark.	Hillemann INT, Ark.	*2500
*1600 - MOCA		
Hillemann INT, Ark.	Walnut Ridge, Ark. VOR	*2500
*1500 - MOCA		
Walnut Ridge, Ark. VOR	Farmington, Mo. VOR	*2700
*2500 - MOCA		
Farmington, Mo. VOR	*Crystal City INT, Mo.	2500
*3000 - MRA		
Crystal City INT, Mo.	Troy, Ill. VOR	2200
Troy, Ill. VOR	Springfield, Ill. VOR	2000
Springfield, Ill. VOR	Pontiac, Ill. VOR	*2500
*2300 - MOCA		
Pontiac, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Chicago Midway Arpt. Ill. TVOR	2000

§610.6070 VOR CIVIL AIRWAY 70

FROM	TO	MEA
Corpus Christi, Tex. VOR	Palacios, Tex. VOR	1300
Palacios, Tex. VOR	Galveston, Tex. VOR	*1500
*1400 - MOCA		
Galveston, Tex. VOR	High Island INT, Tex.	1400
High Island INT, Tex.	Lake Charles, La. VOR	*2000
*1400 - MOCA		
Lake Charles, La. VOR	Lafayette, La. VOR	1300
Lafayette, La. VOR	Baton Rouge, La. VOR	1200
Baton Rouge, La. VOR	*Hammond INT, La.	2000
*2000 - MRA		

§610.6071 VOR CIVIL AIRWAY 71

FROM	TO	MEA
Pine Bluff, Ark. VOR	Tucker INT, Ark.	1500
Tucker INT, Ark.	Little Rock, Ark. VOR	1800
Flippin, Ark. VOR	*Ozark INT, Mo.	3000
*4900 - MRA		
Ozark INT, Mo.	Springfield, Mo. VOR	3000
Springfield, Mo. VOR	*Schell City INT, Mo.	2500
*Schell City INT, Mo.	Butler, Mo. VOR	2500
*4000 - MRA		
Springfield, Mo. VOR via W alter.	*Nevada INT, Mo. via W alter.	**3000
*3000 - MRA		
**2500 - MOCA		
Nevada INT, Mo. via W alter.	Butler, Mo. VOR via W alter.	2500

§610.6072 VOR CIVIL AIRWAY 72

FROM	TO	MEA
Troy, Ill. VOR	Vandalia, Ill. VOR	2000
Vandalia, Ill. VOR	Hindsboro INT, Ill.	2200
Hindsboro INT, Ill.	Perrysville INT, Ind.	*3700
*2200 - MOCA		
Perrysville INT, Ind.	Lafayette, Ind. VOR	2000
Lafayette, Ind. VOR	Rossville INT, Ind.	2300
Rossville INT, Ind.	Kokomo INT, Ind.	2200
Findlay, Ohio VOR	Carey INT, Ohio	2100
Carey INT, Ohio	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Chagrin Falls INT, Ohio	3000
Brecksville, Ohio FM	Chagrin Falls INT, Ohio E-bound only	2500
Chargins Falls INT, Ohio	Youngstown, Ohio VOR	2500

VOR CIVIL AIRWAY 72 - cont'd.

FROM	TO	MEA
Youngstown, Ohio VOR	*Hadley INT, Pa.	2500
*4000 - MRA		
Hadley INT, Pa.	*Hickory INT, Pa.	4000
*5000 - MRA		
Hickory INT, Pa.	Bradford, Pa. VOR	4000
Bradford, Pa. VOR	Elmira, N.Y. VOR	4500
Elmira, N.Y. VOR	Binghamton, N.Y. VOR	3500
Binghamton, N.Y. VOR	*Sidney INT, N.Y.	3500
*3500 - MCA Sidney INT, E-bound		
Sidney INT, N.Y.	Albany, N.Y. VOR	4500

§610.6073 VOR CIVIL AIRWAY 73

FROM	TO	MEA
Wichita, Kans. VOR	Hutchinson, Kans. VOR	3400
Tulsa, Okla. VOR	*Cambridge INT, Kans.	3000
*3000 - MRA		
*Cambridge INT, Kans.	**Rock INT, Kans.	3000
*3000 - MRA		
**4000 - MRA		
*Rock INT, Kans.	Wichita, Kans. VOR	3000
*4000 - MRA		
Hutchinson, Kans. VOR	Salina, Kans. VOR	2800

§610.6074 VOR CIVIL AIRWAY 74

FROM	TO	MEA
Anthony, Kans. VOR	Ponca City, Okla. VOR	2500
Ponca City, Okla. VOR via S alter.	Tulsa, Okla. VOR via S alter.	2400 2400
Tulsa, Okla. VOR	*Coweta INT, Okla.	2600
*3000 - MRA		
Coweta INT, Okla.	*Bunch INT, Okla.	2600
*3000 - MRA		
Bunch INT, Okla.	Ft. Smith, Ark. VOR	2600
Tulsa, Okla. VOR Via N alter.	Salina INT, Okla. Via N alter.	2000
Salina INT, Okla. Via N alter.	Ft. Smith, Ark. VOR Via N alter.	*4000
*2600 - MOCA		
Ft. Smith, Ark. VOR	*Paris INT, Ark.	4000
*5500 - MRA		
Paris INT, Ark.	Little Rock, Ark. VOR	4000

§610.6075 VOR CIVIL AIRWAY 75

FROM	TO	MEA
Flat Rock, Va. VOR	Gordonsville, Va. VOR	2000
Petersburg INT, W. Va.	Morgantown, W. Va. VOR	6000
Morgantown, W. Va. VOR	Wheeling, W. Va. VOR	4000
Wheeling, W. Va. VOR	Bergholz INT, Ohio	3000
Bergholz INT, Ohio	Chippewa INT, Ohio	2500
Chippewa INT, Ohio	Cleveland, Ohio VOR	2200

§610.6076 VOR CIVIL AIRWAY 76

FROM	TO	MEA
Lubbock, Tex. VOR	Big Spring, Tex. VOR	6000
Big Spring, Tex. VOR	San Angelo, Tex. VOR	4000
via N alter.	via N alter.	4000
San Angelo, Tex. VOR	Eden INT, Tex.	3500
Eden INT, Tex. *3500 - MOCA	Brady INT, Tex.	*5000
Brady INT, Tex. *3100 - MOCA	Kingsland INT, Tex.	*7500
*Kingsland INT, Tex. *5000 - MRA **3600 - MRA ***2500 - MOCA	**Lake Travis INT, Tex.	***3000
Lake Travis INT, Tex.	Austin, Tex. VOR	3000
Austin, Tex. VOR	*McDade INT, Tex.	2000
*McDade INT, Tex. *2800 - MRA **1700 - MOCA	Sealy INT, Tex.	**3700
Sealy INT, Tex.	Houston, Tex. VOR	2000
Houston, Tex. VOR	Galveston, Tex. VOR	1400

§610.6077 VOR CIVIL AIRWAY 77

FROM	TO	MEA
San Angelo, Tex. VOR	Abilene, Tex. VOR	3600
Via E alter.	Via E alter.	4700
Abilene, Tex. VOR	Wichita Falls, Tex. VOR	3000
via E alter. *3000 - MOCA	via E alter.	*3800
Wichita Falls, Tex. VOR	Oklahoma City, Okla. VOR	*2800
via E alter. *2400 - MOCA **2700 - MOCA	via E alter.	**2800
Oklahoma City, Okla VOR	Ponca City, Okla. VOR	3100
Ponca City, Okla. VOR	Wichita, Kans. VOR	2500
via W alter.	via W alter.	2500
Wichita, Kans. VOR	Topeka, Kans. VOR	3000
Topeka, Kans. VOR	St. Joseph, Mo. VOR	2400
St. Joseph, Mo. VOR	Lamoni, Iowa VOR	2400
Lamoni, Iowa VOR *4300 - MRA	*Osceola INT, Iowa	2300
Osceola INT, Iowa	Des Moines, Iowa VOR	2300

§610.6078 VOR CIVIL AIRWAY 78

FROM	TO	MEA
Huron, S.D. VOR	Watertown, S.D. VOR	3000
via S alter. *3000 - MOCA	via S alter.	*3100
Watertown, S.D. VOR *3300 - MOCA	Madison INT, Minn.	*3700

VOR CIVIL AIRWAY 78 - cont'd.

FROM	TO	MEA
Madison INT, Minn. *3000 - MOCA	Litchfield INT, Minn.	*6600
Litchfield INT, Minn. *2300 - MOCA	Buffalo INT, Minn.	*3000
Buffalo INT, Minn.	Minneapolis, Minn. VOR	2600

§610.6079 VOR CIVIL AIRWAY 79

FROM	TO	MEA
Culberson, Tex. VOR	Arno INT, Tex.	6300
Arno INT, Tex. *3800 - MOCA	Wink, Tex. VOR	*4300
Wink, Tex. VOR	Hobbs, N.Mex. VOR	5000
Hobbs, N.Mex. VOR	Lubbock, Tex. VOR	5500

§610.6080 VOR CIVIL AIRWAY 80

FROM	TO	MEA
Sioux Falls, S.D. VOR	Redwood Falls, Minn. VOR	*3000
via S alter. *2800 - MOCA	via S alter.	*3000

§610.6081 VOR CIVIL AIRWAY 81

FROM	TO	MEA
Midland, Tex. VOR	Mustang INT, Tex.	4200
Mustang INT, Tex.	Lubbock, Tex. VOR	5100
Lubbock, Tex. VOR	Amarillo, Tex. VOR	5500
via E alter.	via E alter.	5500

§610.6082 VOR CIVIL AIRWAY 82

FROM	TO	MEA
Minneapolis, Minn. VOR	Rochester, Minn. VOR	2800
Rochester, Minn. VOR	LaCrosse, Wis. VOR	2600
Minneapolis, Minn. VOR	Lakeville INT, Minn.	
via S alter.	via S alter.	2500
Lakeville INT, Minn.	Rochester, Minn. VOR	
via S alter.	via S alter.	2800
Rochester, Minn. VOR	LaCrosse, Wis. VOR	
via S alter.	via S alter.	2500

§610.6083 VOR CIVIL AIRWAY 83

FROM	TO	MEA
Carlsbad, N.Mex. VOR	Roswell, N.Mex. VOR	5000
Roswell, N.Mex. VOR	Corona, N.Mex. VOR	9000
via E alter.	via E alter.	9000
Corona, N.Mex. VOR	Otto, N.Mex. VOR	10,000
Otto, N.Mex. VOR	Santa Fe, N.Mex. VOR	10,000

§610.6084 VOR CIVIL AIRWAY 84

FROM	TO	MEA
Bradford, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Chicago, Midway Arpt Ill. TVOR	2000
Pullman, Mich. VOR	Lansing, Mich. VOR	2300
Lansing, Mich. VOR	Selfridge, Mich. VOR	2900
Selfridge, Mich. VOR	U.S. Canadian Border	2500
U.S. Canadian Border	Buffalo, N.Y. VOR	2100

§610.6085 VOR CIVIL AIRWAY 85

FROM	TO	MEA
Rock River, Wyo. VOR	*Casper, Wyo. VOR	11,000
via E alter. *9500 - MCA Casper VOR, S-bound	via E alter.	11,000

§610.6086 VOR CIVIL AIRWAY 86

FROM	TO	MEA
Butte, Mont. VOR	*Whitehall, Mont. VOR	10000
*9100 - MCA Whitehall VOR, W-bound		
Whitehall, Mont. VOR	Bozeman, Mont. VOR	9000

§610.6087 VOR CIVIL AIRWAY 87

FROM	TO	MEA
Gila Bend, Ariz. VOR	Hassayampa, Ariz. VOR	5000

§610.6088 VOR CIVIL AIRWAY 88

FROM	TO	MEA
Tulsa, Okla. VOR	White Oak INT, Okla.	2300
White Oak INT, Okla. *6500 - MRA **2600 - MOCA	*Waco INT, Mo.	**6500
Waco INT, Mo. *2600 - MOCA	Avilla INT, Mo.	*6500
Avilla INT, Mo.	Springfield, Mo. VOR	2600
White Oak INT, Okla.	Joplin, Mo. LOM	#*3900
#Utilizing Joplin LOM *2600 - MOCA		
Joplin, Mo. LOM	Avilla INT, Mo.	#2600
#Utilizing Joplin LOM		
Springfield, Mo. VOR	*Conway INT, Mo.	2500
*Conway INT, Mo. *4700 - MRA	Vicky, Mo. VOR	2600
Vicky, Mo. VOR *3000 - MRA **2500 - MOCA	*Crystal City INT, Mo.	**3000
Centralia, Ill. VOR	Cisne INT, Ill.	2100
Cisne INT, Ill. *2100 - MOCA	Scotland, Ind. VOR	*3000
Scotland, Ind. VOR	Sanders INT, Ind.	2000
Sanders INT, Ind. *2500 - MOCA	Dayton, Ohio VOR	*3700
Dayton, Ohio VOR via N alter.	Mansfield, Ohio VOR via N alter.	2500

§610.6089 VOR CIVIL AIRWAY 89

FROM	TO	MEA
Cheyenne, Wyo. VOR	Scottsbluff INT, Nebr.	
via E alter.	via E alter.	7300
Scottsbluff INT, Nebr.	Chadron, Nebr. VOR	
via E alter.	via E alter.	6500
Cheyenne, Wyo. VOR *8000 - MRA	*Porter INT, Nebr.	7300
*Porter INT, Nebr. *8000 - MRA	Chadron, Nebr. VOR	7300
Chadron, Nebr. VOR	Rapid City, S.D. VOR	5600
via E alter.	via E alter.	5600

§610.6091 VOR CIVIL AIRWAY 91

FROM	TO	MEA
Idlewild, N.Y. VOR *1500 - MOCA	Syosset INT, N. Y.	*2000
Syosset INT, N. Y.	Wilton, Conn. VOR	1600
Wilton, Conn. VOR	Poughkeepsie, N. Y. VOR	3000
Poughkeepsie, N. Y. VOR	Albany, N. Y. VOR	3000
Albany, N. Y. VOR	Plattsburg, N. Y. VOR	6000
Glens Falls INT, N. Y.	Albany, N. Y. VOR S-bound only	3000
Keeseville INT, N. Y.	Plattsburg, N. Y. VOR N-bound	4000
Plattsburg, N.Y. VOR	U.S. Canadian Border	1500

§610.6092 VOR CIVIL AIRWAY 92

FROM	TO	MEA
Chicago Hgts., Ill. VOR	Wheeler INT, Ind.	2000
Wheeler INT, Ind.	Goshen, Ind. VOR	2100
Goshen, Ind. VOR	Bryan INT, Ohio	3000
Bryan INT, Ohio	Waterville, Ohio VOR	2000
Waterville, Ohio VOR	Republic INT, Ohio	2000
Republic INT, Ohio	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR	*Mt. Hope INT, Ohio	2500
*Mt. Hope INT, Ohio *4000 - MRA	Bergholz INT, Ohio	2500
Bergholz INT, Ohio	Pittsburgh, Pa. VOR	2700
Pittsburgh, Pa. VOR *4000 - MCA Connellsville INT, SE-bound	*Connellsville INT, Pa.	3000
Connellsville INT, Pa. *5000 - MOCA	Front Royal, Va. VOR	*6000
Front Royal, Va. VOR	Plains INT, Va.	4000
Plains INT, Va.	Springfield, Va. LF/RBN	3000
Springfield, Va. LF/RBN	Washington, D. C. TVOR	1800

§610.6093 VOR CIVIL AIRWAY 93

FROM	TO	MEA
Baltimore, Md. VOR	Parkton INT, Md.	2000
Parkton INT, Md.	Lancaster INT, Pa.	*3000
*2000 - MOCA		
Lancaster INT, Pa.	Allentown, Pa. VOR	2500
Baltimore, Md. VOR	Riverdale, Md. LF/RBN	1600
Allentown, Pa. VOR	Wilkes-Barre Scranton, Pa. VOR	3500
Wilkes-Barre Scranton, Pa. VOR	Eddy INT, N.Y.	4500
Eddy INT, N. Y.	Albany, N.Y. VOR	
Albany, N.Y.VOR	Greenfield INT, Mass.	5500
Grafton,N.Y. FM	Albany, N.Y. VOR W-bound only	3000
*Greenfield INT, Mass.	Concord,N.H. VOR	5000
*5500 - MCA Greenfield INT, W-bound		
Concord, N. H. VOR	Hiram INT, Me.	4000
Hiram INT, Me.	Augusta, Me. VOR	3000
Augusta, Me. VOR	Bangor, Me. VOR	2300
Bangor, Me. VOR	Princeton, Me. VOR	2500
Princeton,Me.VOR	Houlton,Me.VOR	2500
Houlton, Me. VOR	Presque Isle, Me. VOR	2700

§610.6094 VOR CIVIL AIRWAY 94

FROM	TO	MEA
Salt Flat, Tex. VOR	Carlsbad, N. Mex. VOR	10,800
Carlsbad, N. Mex. VOR	Hobbs, N. Mex. VOR	5000

§610.6095 VOR CIVIL AIRWAY 95

FROM	TO	MEA
*Phoenix,Ariz.VOR	Winslow,Ariz.VOR	10000
*7000 - MCA Phoenix VOR, NE-bound		
Verde River INT, Ariz.	Phoenix,Ariz.VOR SW-bound only	7000

§610.6096 VOR CIVIL AIRWAY 96

FROM	TO	MEA
Lafayette, Ind. VOR	Rossville INT, Ind.	2300
Rossville INT, Ind.	Ft. Wayne, Ind. VOR	2200
Ft. Wayne, Ind. VOR	*Antwerp INT, Ohio	2600
*Antwerp INT, Ohio	Waterville, Ohio VOR	2000
*2600-MCA Antwerp INT, SW-bound		
Waterville, Ohio VOR	Rockwood INT, Mich.	2300
Rockwood INT, Mich.	*Belle INT, Mich.	**3700
*3700 - MRA		
**2300 - MOCA		

§610.6097 VOR CIVIL AIRWAY 97

FROM	TO	MEA
Miami, Fla. VOR	Cypress INT, Fla.	1300
Cypress INT, Fla.	Seminole INT,Fla.	*2500
*1100 - MOCA		

VOR CIVIL AIRWAY 97 - cont'd.

FROM	TO	MEA
Seminole INT, Fla.	*La Belle INT, Fla.	**5000
*5000 - MRA		
**1200 - MOCA		
La Belle INT, Fla.	*Arcadia INT, Fla.	**5000
*2500 - MRA		
**1200 - MOCA		
Arcadia INT, Fla.	Parish INT, Fla.	*2500
*1200 - MOCA		
Parish INT, Fla.	Tampa, Fla. VOR	1500
Tampa, Fla. VOR	*Shrimp INT, Fla.	**1500
*6000 - MRA		
**1200 - MOCA		
Shrimp INT, Fla.	Lobster INT, Fla.	*6000
*1000 - MOCA		
Lobster INT, Fla.	*St. Marks INT, Fla.	**2000
*2000 - MRA		
**1000 - MOCA		
St. Marks INT, Fla.	Tallahassee, Fla. VOR	1500
Tampa, Fla. VOR via E alter.	*Shrimp INT, Fla. via E alter.	**1500
*6000 - MRA		
**1200 - MOCA		
*Shrimp INT, Fla. via E alter.	Cross City, Fla. VOR via E alter.	**6000
*6000 - MRA		
**1200 - MOCA		
Cross City, Fla. VOR Via E alter.	Lobster INT,Fla. Via E alter.	*2000
*1500 - MRA		
Lobster INT,Fla. Via E alter.	*St. Marks INT,Fla. Via E alter.	**2000
*2000 - MRA		
**1000 - MOCA		
St. Marks INT, Fla. Via E alter.	Tallahassee,Fla. VOR Via E alter.	1500
Tallahassee, Fla. VOR	Albany, Ga. VOR	1500
Albany, Ga. VOR	Atlanta, Ga. VOR	*3500
*2000 - MOCA		
Atlanta,Ga.VOR	*Nelson INT,Ga.	3000
*5500 - MCA Nelson INT, N-bound		
Nelson INT,Ga.	Murphy INT,N.C.	*7000
*5500 - MOCA		
Murphy INT,N.C.	*Tallassee INT, Tenn.	7600
*Tallassee INT, Tenn.	Knoxville,Tenn. VOR	4500
*7000 - MCA Tallassee INT, S-bound		
Atlanta,Ga.VOR Via E alter.	Norcross,Ga.VOR Via E alter.	3000
Norcross,Ga.VOR Via E alter.	Silver City INT,Ga. Via E alter.	*4000
*3200 - MOCA		
Silver City INT, Ga. Via E alter.	Harris INT, N.C. Via E alter.	7000
Harris INT,N.C. Via E alter.	*Rasar INT,Tenn. Via E alter.	7300
*Rasar INT,Tenn. Via E alter.	Knoxville,Tenn.VOR Via E alter.	5000
*7000 - MCA Rasar INT, S-bound		
Knoxville, Tenn. VOR	Norris INT, Tenn.	3000

VOR Civil Airway 97 - cont'd.

FROM	TO	MEA
Norris INT, Tenn.	Richmond INT, Ky.	5000
Richmond INT, Ky.	Lexington, Ky. VOR	3100
Lexington, Ky. VOR	*Georgetown INT, Ky.	2500
*3000 - MRA		
Georgetown INT, Ky.	*Dry Ridge INT, Ky.	2500
*2800 - MRA		
Dry Ridge INT, Ky.	Cincinnati, Ohio VOR	2000
Cincinnati, Ohio VOR	*Acton INT, Ind.	2300
*Acton INT, Ind.	Indianapolis, Ind. VOR	2200
*4000 - MRA		
Cincinnati, Ohio VOR via W alter.	Indianapolis, Ind. VOR via W alter.	2300
Cincinnati, Ohio VOR via E alter.	Rushville INT, Ohio via E alter.	2300
Rushville INT, Ohio via E alter.	Indianapolis, Ind. VOR via E alter.	2900
Indianapolis, Ind. VOR	Rossville INT, Ind.	2100
Rossville INT, Ind.	Newland INT, Ind.	*3700
*2000 - MOCA		
Newland INT, Ind.	Chicago Hgts., Ill. VOR	2000
Chicago Hgts,Ill. VOR	City INT, Ill.	2000
City INT, Ill.	*Lake Forest INT, Ill.	**3000
*3600 - MRA		
**2500 - MOCA		
Lake Forest INT, Ill.	Fox Lake INT,Ill.	*3600
Fox Lake INT,Ill.	Woodstock INT,Ill.	*2500
*2000 - MOCA		
Woodstock INT, Ill.	Janesville,Wis. VOR	2400
Janesville, Wis. VOR	Lone Rock, Wis. VOR	3100
Janesville, Wis. VOR via W alter.	Argyle INT, Wis. via W alter.	2200
Argyle INT, Wis. via W alter.	Lone Rock, Wis. VOR via W alter.	2400
Lone Rock,Wis. VOR	La Crosse,Wis.VOR	2600
La Crosse, Wis. VOR	*Wabasha INT, Wis.	2600
*2100 - MOCA		
*Wabasha INT,Wis.	Diamond Bluff INT, Wis.	2600
*3000 - MRA		
Diamond Bluff INT,Wis.	Minneapolis,Minn. ILS loc.	2400
Minneapolis,Minn. ILS loc.	Hamel INT,Minn.	2500
Hamel INT, Minn.	*St. Nicholas INT, Minn.	3000
*St.Nicholas INT, Minn.	Alexandria,Minn. VOR	2500
*3000 - MRA		

§610.6098 VOR CIVIL AIRWAY 98

FROM	TO	MEA
Ft. Wayne, Ind. VOR	Pulaski INT, Ohio	2600
Pulaski INT, Ohio	Ogden INT, Mich.	*2600
*2300 - MOCA		
Ogden INT, Mich.	Carleton, Mich. VOR	2000
Carleton,Mich. VOR	U.S. Canadian Border	2300
U.S. Canadian Border	Massena,N.Y.VOR	2000
Massena,N.Y.VOR	U.S.Canadian Border	2000

§610.6101 VOR CIVIL AIRWAY 101

FROM	TO	MEA
Ogden, Utah VOR	Hansels INT, Utah NW-bound	9000
	SE-bound	11,000
Hansels INT, Utah	*Burley, Idaho VOR	11,500
*10,000 - MCA Burley VOR, SE-bound		

§610.6102 VOR CIVIL AIRWAY 102

FROM	TO	MEA
Lubbock, Tex. VOR	Guthrie, Tex. VOR	4500
Guthrie, Tex. VOR	Wichita Falls, Tex. VOR	3000

§610.6103 VOR CIVIL AIRWAY 103

FROM	TO	MEA
Elkins, W. Va. VOR	Clarksburg INT, W. Va.	5000
Clarksburg INT, W. Va.	Wheeling, W. Va. VOR	3000
Wheeling, W. Va. VOR	Bergholz INT, Ohio	3000
Bergholz INT, Ohio	Wilmot INT, Ohio	2500
Wilmot INT, Ohio	Cleveland, Ohio VOR	2500

§610.6104 VOR CIVIL AIRWAY 104

FROM	TO	MEA
U. S. Canadian Border VOR	Massena, N. Y. VOR	1500
Massena, N. Y. VOR	Plattsburg, N. Y. VOR	4700

§610.6105 VOR CIVIL AIRWAY 105

FROM	TO	MEA
Rock Springs INT, Ariz.	Phoenix,Ariz.VOR S-bound only	7500
Phoenix, Ariz. VOR	Prescott, Ariz. VOR	10,000
Prescott, Ariz. VOR	Las Vegas, Nev. VOR	11,000

§610.6106 VOR CIVIL AIRWAY 106

FROM	TO	MEA
Charleston, W. Va. VOR	Walnut Grove INT, W. Va.	3000
Walnut Grove INT, W. Va.	Clara INT, W.Va.	*5000
*3000 - MOCA		
Clara INT, W.Va.	Morgantown, W.Va. VOR	4000
Morgantown, W. Va. VOR via N alter.	Johnstown, Pa. VOR via N alter.	5000 4500

VOR CIVIL AIRWAY 106 - cont'd.

FROM	TO	MEA
Johnstown, Pa. VOR	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selingsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Wilkes-Barre Scranton, Pa. VOR	3500
Wilkes-Barre Scranton, Pa. VOR	Poughkeepsie, N. Y. VOR	4000
N. H. VOR	Gardner, Mass. VOR	3500
Poughkeepsie, N. Y. VOR	Hudson INT, N. H.	3000
Gardner, Mass. VOR	Kennebunk, Me.	2000
Hudson INT,		

§610.6107 VOR CIVIL AIRWAY 107

FROM	TO	MEA
*Los Angeles, Calif. VOR	Fillmore,Calif. VOR	5000
*3000 - MCA Los Angeles VOR, NW-bound		
Shoreline INT, Calif.	Los Angeles, Calif. VOR SE-bound only	3000
*Fillmore,Calif. VOR	Hines INT,Calif. N-bound	11000
	S-bound	7000
*9000 - MCA Fillmore VOR, N-bound		
Hines INT,Calif.	Pinos INT,Calif. N-bound	11000
	S-bound	9500
Pinos INT,Calif.	*Maricopa INT, Calif.	11000
*9500 - MCA Maricopa INT, SE-bound		
Maricopa INT, Calif.	McKettrick INT,Calif. NW-bound	6000
	SE-bound	11000
McKettrick INT, Calif.	Coalinga,Calif. VOR	6000
Coalinga, Calif. VOR	*Oakland, Calif. VOR	7000
*2500 - MCA Oakland VOR, SW-bound		
Larry INT, Calif.	Mt. Hamilton INT, Calif. N-bound only	6500
Mt. Hamilton INT, Calif.	Mt. Day INT, Calif. N-bound only	6000
Mt. Day INT, Calif.	Mission INT, Calif. N-bound only	5000
Mission INT, Calif.	Oakland, Calif. VOR N-bound only	3500
Oakland, Calif. VOR	Ukiah, Calif. VOR	6000
Ukiah, Calif. VOR	Red Bluff, Calif. VOR	9000

§610.6109 VOR CIVIL AIRWAY 109

FROM	TO	MEA
Paso Robles, Calif. VOR	Coalinga, Calif. VOR	7000
*Coalinga, Calif. VOR	Fresno, Calif. VOR	3000
*5000 - MCA Coalinga VOR, SW-bound		

§610.6110 VOR CIVIL AIRWAY 110

FROM	TO	MEA
INT San Francisco rad. 218 T & Salinas rad. 319 T. VOR	San Francisco, Calif. VOR	5000

VOR CIVIL AIRWAY 110 - cont'd.

FROM	TO	MEA
San Francisco, Calif. VOR	INT San Francisco rad. 038 T & Modesto rad. 273 T. VOR	5000

§610.6111 VOR CIVIL AIRWAY 111

FROM	TO	MEA
Salinas, Calif. VOR	INT 094 rad. San Francisco & 032 rad. Salinas VOR	*7000
*5500 - MOCA		

§610.6112 VOR CIVIL AIRWAY 112

FROM	TO	MEA
*Portland,Ore.VOR	The Dalles,Ore.VOR	7000
*4700 - MCA Portland VOR, E-bound		
The Dalles, Ore. VOR	Pendleton, Ore. VOR	4000
Pendleton, Ore. VOR	Lamar INT, Wash.	4000
Lamar INT,Wash.	Spokane,Wash.VOR	5000

§610.6113 VOR CIVIL AIRWAY 113

FROM	TO	MEA
Paso Robles, Calif. VOR	Los Banos INT, Calif.	7000
*Los Banos INT, Calif. VOR	Modesto, Calif.	3000
*7000 - MCA Los Banos INT, S-bound		
*Modesto, Calif. VOR	**West Point INT, Calif.	8000
*4000 - MCA Modesto VOR, NE-bound		
**10,000 - MCA West Point INT, NE-bound		
West Point INT, Calif.	*Reno, Nev. VOR	13,000
*10,500 - MCA Reno, Nev. VOR, SW-bound		

§610.6114 VOR CIVIL AIRWAY 114

FROM	TO	MEA
Pueblo, Colo. VOR	Purgatoire INT, Colo.	7500
Purgatoire INT, Colo.	Clayton INT, Tex.	*10,000
*8900 - MOCA		
Clayton INT,Tex.	Dalhart, Tex.VOR	*10,000
*6200 - MOCA		
Dalhart,Tex.VOR	Amarillo,Tex.VOR	5300
Amarillo,Tex.VOR	Childress,Tex.VOR	5000
Dalhart,Tex.VOR Via N alter.	Amarillo,Tex.VOR Via N alter.	5200
Amarillo,Tex.VOR Via S alter.	Childress,Tex.VOR Via S alter.	4700
Childress, Tex. VOR	Wichita Falls, Tex. VOR	3100
Wichita Falls, Tex. VOR	Alvord INT, Tex.	2600
Alvord INT,Tex. *2000 - MOCA	Decatur INT,Tex.	*3000
Decatur INT, Tex.	Dallas, Tex. VOR	2000
Wichita Falls, Tex. VOR via N alter. *2500 - MOCA	Sanger INT, Tex. via N alter.	*2700
Sanger INT, Tex. via N alter. *1800 - MOCA	Little Elm INT,Tex. via N alter.	*2400

VOR CIVIL AIRWAY 114 - cont'd.

FROM	TO	MEA
Little Elm INT, Tex. via N alter.	Dallas, Tex. VOR via N alter.	2000
Dallas, Tex. VOR	Gregg County, Tex. VOR	2300
Dallas,Tex.VOR Via S alter.	Crandall INT,Tex. Via S alter.	2000
Crandall INT,Tex. Via S alter. *2300 - MOCA	Gregg Co.,Tex.VOR Via S alter.	*4000
Gregg County, Tex. VOR	*Converse INT, La.	**3400
*Converse INT, La. *3400 - MRA **1700 - MOCA	Alexandria, La. VOR	**3400
Gregg County, Tex. VOR Via N alter.	Shreveport, La. VOR Via N alter.	2400
Shreveport, La. VOR via N alter.	*Converse INT, La. via N alter.	**3000
*Converse INT, La. via N alter. *3400 - MRA **1700 - MOCA	Alexandria, La. VOR via N alter.	**3400
Alexandria, La. VOR	*Morganza INT, La.	1300
*Morganza INT, La. *1500 - MRA	Baton Rouge, La. VOR	1300
Baton Rouge, La. VOR	New Orleans, La. VOR	2000

§610.6115 VOR CIVIL AIRWAY 115

FROM	TO	MEA
Crestview, Fla. VOR	Andalusia INT, Ala.	1300
Andalusia INT, Ala.	Montgomery, Ala. VOR	2500
Montgomery, Ala. VOR	Birmingham, Ala. VOR	2900
Birmingham, Ala. VOR	Chattanooga, Tenn. VOR	4000
Chattanooga,Tenn. VOR	Knoxville,Tenn. VOR	3000
Knoxville,Tenn. VOR	Rutledge INT,Tenn.	3500
Rutledge INT, Tenn. *4000 - MRA	*Whirlwind INT, W. Va.	6000
Whirlwind INT, W. Va.	Charleston,W.Va. VOR	3500

§610.6116 VOR CIVIL AIRWAY 116

FROM	TO	MEA
Kansas City, Mo. VOR	Excelsior INT, Mo.	2400
Excelsior INT,Mo. *2400 - MOCA	Tina INT, Mo.	*3000
Tina INT, Mo. *2000 - MOCA	Excello INT, Mo.	*5000
Excello INT, Mo. *2000 - MOCA	Warren INT, Mo.	*2500
Warren INT, Mo.	Quincy, Ill. VOR	2000
Quincy, Ill.VOR	Peoria, Ill.VOR	2000
Peoria, Ill.VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Naperville, Ill. VOR	2000

VOR CIVIL AIRWAY 116 - cont'd.

FROM	TO	MEA
Naperville, Ill. VOR	Mid Lake INT, Ill.	2500
Mid Lake INT, Ill.	Pullman, Mich. VOR	2300
Pullman, Mich. VOR *3000 - MRA **3000 - MOCA	*Leslie INT, Mich.	**3500
Leslie INT, Mich.	Salem, Mich. VOR	2500
Salem, Mich. VOR *3700 - MRA	*Belle INT, Mich.	2300
*Belle INT, Mich. *3700 - MRA **4500 - MRA #For that airspace over U. S. Territory	**Riverside INT, Ont., Canada	#2300
*Riverside INT, Ont., Canada *4500 - MRA #For that airspace over U. S. Territory	Tilbury INT, Ont. Canada	#2300
Tilbury INT, Ont. Canada *2300 - MOCA #For that airspace over U. S. Territory	Blue Pike INT, Mich.	*#4000
Blue Pike INT, Mich.	Erie, Pa. VOR	2300
Erie, Pa. VOR	Bradford, Pa. VOR	4000
Bradford, Pa. VOR	Stonyfork INT, Pa.	4500
Stonyfork INT,Pa. *5000 - MRA **4500 - MOCA	*Grover INT, Pa.	**5000
Grover INT, Pa. *4500 - MOCA	Colley INT, Pa.	*5000
Colley INT, Pa.	Wilkes-Barre Scranton, Pa. VOR	4500
Wilkes-Barre Scranton,Pa.VOR	Branchville INT, N. J.	3500
Branchville INT, N. J.	Paterson INT,N.J.	3000

§610.6117 VOR CIVIL AIRWAY 117

FROM	TO	MEA
El Centro,Calif. LFR	*Wister INT,Calif.	3000
*4000 - MCA Wister INT, NW-bound		
Wister INT, Calif.	Thermal, Calif. VOR	5000
*Thermal, Calif. VOR	**Daggett, Calif. VOR	12,000
*12,000 - MCA Thermal VOR, N-bound		
**10,000 - MCA Daggett VOR, S-bound		

§610.6118 VOR CIVIL AIRWAY 118

FROM	TO	MEA
Rock River, Wyo. VOR	Laramie, Wyo. VOR	11,000
*Laramie, Wyo. VOR	Cheyenne, Wyo. VOR	11,000
*10,000 - MCA Laramie VOR, E-bound		

§610.6119 VOR CIVIL AIRWAY 119

FROM	TO	MEA
Huntington, W. Va. LF/RBN	Parkersburg, W. Va. VOR	2500
Parkersburg, W. Va. VOR	Wheeling, W. Va. VOR	2600
Wheeling,W.Va.VOR	Graham INT,Pa.	2700
Graham INT,Pa.	Fitzgerald,Pa.VOR	3500
Fitzgerald,Pa.VOR	Bradford,Pa. VOR	4000

§610.6120 VOR CIVIL AIRWAY 120

FROM	TO	MEA
Mullan Pass, Mont. VOR	Great Falls, Mont. VOR	12,700
*Great Falls, Mont. VOR	Lewistown, Mont. VOR	9000
*6800 - MCA Great Falls VOR, E-bound		
Lewistown, Mont. VOR	Miles City, Mont. VOR	8000

§610.6121 VOR CIVIL AIRWAY 121

FROM	TO	MEA
North Bend, Ore. VOR	Eugene, Ore. VOR	5000

§610.6122 VOR CIVIL AIRWAY 122

FROM	TO	MEA
Crescent City, Calif. VOR	Medford, Ore. VOR	8000
Talent INT, Ore.	Klamath Falls, Ore. VOR	10,000

§610.6123 VOR CIVIL AIRWAY 123

FROM	TO	MEA
Newport,Ore.VOR	Newberg,Ore. VOR	5500

§610.6124 VOR CIVIL AIRWAY 124

FROM	TO	MEA
Burley, Idaho VOR	Pocatello, Idaho VOR	7000

§610.6125 VOR CIVIL AIRWAY 125

FROM	TO	MEA
Anthony, Kans. VOR	Hutchinson, Kans. VOR	2800

§610.6126 VOR CIVIL AIRWAY 126

FROM	TO	MEA
City INT, Ill.	Chicago Hgts., Ill. VOR	2000
Chicago Hgts., Ill. VOR	Wheeler INT, Ind.	2000
Wheeler INT, Ind.	Goshen, Ind. VOR	2100
Goshen, Ind. VOR	Bryan INT, Ohio	3000
Bryan INT, Ohio	Waterville, Ohio VOR	2000
Waterville, Ohio VOR	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Perry INT, Ohio	2500
Perry INT, Ohio	Kingsville INT, Pa.	2300
Kingsville INT, Pa.	Erie, Pa. VOR	2000
Erie, Pa. VOR	Bradford, Pa. VOR	4000
Bradford, Pa. VOR	Stonyfork INT,Pa.	4500
Stonyfork INT,Pa. *5000 - MRA **4500 - MOCA	*Grover INT, Pa.	**5000
Grover INT, Pa. *4500 - MOCA	Colley INT, Pa.	*5000
Colley INT, Pa.	Wilkes-Barre Scranton, Pa. VOR	4500
Wilkes-Barre Scranton,Pa.VOR	Branchville INT, N.J.	3500
Branchville INT, N. J.	Patersen INT,N.J.	3000

§610.6127 VOR CIVIL AIRWAY 127

FROM	TO	MEA
Livingston, Mont. VOR	Helena, Mont. VOR	11,000

§610.6128 VOR CIVIL AIRWAY 128

FROM	TO	MEA
Chicago, Midway Arpt. Ill. TVOR	Peotone, Ill. VOR	2300
Peotone,Ill.VOR *2300 - MOCA	Lafayette,Ind.VOR	*3000
Lafayette, Ind. VOR	Horton INT, Ind.	2300
Horton INT,Ind. *4000 - MRA **2300 - MOCA	*Maxwell INT,Ind.	**4000
Maxwell INT,Ind. *2300 - MOCA	Rushville INT,Ind.	*4000
Rushville INT, Ind.	Cincinnati, Ohio VOR	2300
Cincinnati, Ohio VOR	York, Ky. VOR	2500
via S alter.	via S alter.	2500
York, Ky. VOR	Charleston, W. Va. VOR	2500
Charleston, W. Va. VOR	Pulaski, Va. VOR	6000
Pulaski, Va. VOR	Abeam Cove INT, Va.	6000
Abeam Cove INT, Va.	Greensboro, N. C. VOR	3000
Greensboro, N. C. VOR	Raleigh, N. C. VOR	2500
Greensboro, N.C. VOR Via S alter.	Moncure INT,N.C. Via S alter.	2100
Moncure INT,N.C. Via S alter.	Raleigh,N. C. VOR Via S alter.	1600
Greensboro, N. C. VOR via N alter.	*Reid INT, N. C. via N alter.	2300
*Reid INT,N.C. via N alter. *3500 - MRA	Raleigh,N.C. VOR via N alter.	3500
Raleigh,N.C.VOR *1600 - MOCA	LaGrange INT,N.C.	*2000
LaGrange INT,N.C. *1400 - MOCA	New Bern,N.C,VOR	*1500

§610.6129 VOR CIVIL AIRWAY 129

FROM	TO	MEA
Polo, Ill. VOR	Argyle INT, Wis.	2200
Argyle INT, Wis.	Lone Rock, Wis. VOR	2400
Lone Rock,Wis. VOR	La Crosse,Wis. VOR	2600
La Crosse, Wis. VOR	Eau Claire, Wis. VOR	2700

§610.6130 VOR CIVIL AIRWAY 130

FROM	TO	MEA
Albany, N. Y. VOR	Colebrook INT, Mass.	4000
Colebrook INT, Mass.	Hartford, Conn. VOR	3000
Hartford, Conn. VOR	Norwich, Conn. VOR	2000
Norwich,Conn.VOR	Lafayette INT,R.I.	1600

§610.6131 VOR CIVIL AIRWAY 131

FROM	TO	MEA
Ponca City, Okla. VOR	*Cambridge INT, Kans.	2500
*Cambridge INT, Kans. *3000 - MRA **2800 - MOCA	Emporia, Kans. VOR	**3500

VOR CIVIL AIRWAY 131 - cont'd.

FROM	TO	MEA
Emporia,Kans.VOR *2800 - MRA **2500 - MOCA	*Pomona INT,Kans.	**2800
Pomona INT,Kans.	Topeka,Kans.VOR	2300

§610.6132 VOR CIVIL AIRWAY 132

FROM	TO	MEA
Cheyenne, Wyo. VOR	Akron, Colo. VOR	7300
Akron, Colo. VOR	Goodland, Kans. VOR	5800
Goodland, Kans. VOR *4500 - MRA **5000 - MOCA	*Great Bend INT Kans.	**8500
Great Bend INT, Kans. *3300 - MOCA	Sterling INT, Kans.	*4500
Sterling INT, Kans.	Hutchinson, Kans. VOR	
	SE-bound	3000
	NW-bound	4000

§610.6133 VOR CIVIL AIRWAY 133

FROM	TO	MEA
Parkersburg, W. Va. VOR	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR	Peru INT, Ohio	2500
Peru INT, Ohio *2000 - MOCA	Middle INT, Mich.	*2500
Middle INT, Mich. *2000 - MOCA	Detroit River INT, Mich.	*2500
Detroit River INT, Mich.	Salem, Mich. VOR	2300
Salem, Mich.VOR	Flint INT, Mich.	2600

§610.6134 VOR CIVIL AIRWAY 134

FROM	TO	MEA
Evergreen, Ala. VOR *2100 - MOCA	Columbus, Ga. VOR	*3500
Columbus, Ga. VOR	Atlanta, Ga. VOR	2400

§610.6135 VOR CIVIL AIRWAY 135

FROM	TO	MEA
Yuma,Ariz.VOR	Blythe,Calif.VOR	5000
Blythe,Calif.VOR	Needles,Calif.VOR	6000
Needles,Calif.VOR	Las Vegas,Nev.VOR	8000

§610.6136 VOR CIVIL AIRWAY 136

FROM	TO	MEA
Pulaski, Va. VOR	Wirtz INT, Va.	5500
Wirtz INT, Va.	Penhook INT, Va.	5000
Penhook INT, Va.	S. Boston, Va. VOR	3000
S. Boston, Va. VOR	Raleigh, N. C. VOR	2000

§610.6137 VOR CIVIL AIRWAY 137

FROM	TO	MEA
*Fontana INT, Calif. *12,000 - MCA Fontana INT, NW-bound **11,000 - MCA Palmdale VOR, SE-bound	**Palmdale, Calif. VOR	12,000
*Palmdale,Calif. VOR *8000 - MCA Palmdale VOR, W-bound **7000 - MCA Bakersfield VOR, S-bound	**Bakersfield, Calif. VOR	10000

VOR CIVIL AIRWAY 137 - cont'd.

FROM	TO	MEA
Victory INT, Calif.	Palmdale,Calif. VOR SE-bound only	6000
White Oaks INT, Calif.	Bakersfield,Calif. VOR,N-bound only	6000
Bakersfield, Calif. VOR	*Coalinga, Calif. VOR	3000
*Coalinga, Calif. VOR *5000 - MCA Coalinga VOR, NW-bound **7500 - MOCA	Salinas, Calif. VOR	**8500

§610.6138 VOR CIVIL AIRWAY 138

FROM	TO	MEA
Rock River, Wyo. VOR	Morton Pass INT, Wyo.	10,500
Morton Pass INT, Wyo. *10,000 - MOCA	Bushnell INT, Nebr.	*10,500
Bushnell INT, Nebr.	Sidney, Nebr. VOR	7300

§610.6139 VOR CIVIL AIRWAY 139

FROM	TO	MEA
Norwich, Conn. VOR	Lafayette INT, R.I.	1600
Lafayette INT, R.I.	Providence, R.I. ILS loc.	1600
Providence, R.I. ILS loc.	Boston, Mass. ILS loc.	2000

§610.6140 VOR CIVIL AIRWAY 140

FROM	TO	MEA
Amarillo,Tex.VOR *5000 - MRA	*McLean INT, Tex.	4700
McLean INT,Tex.	Sayre, Okla. VOR	4700
Amarillo,Tex.VOR Via N alter.	Sayre, Okla. VOR Via N alter.	4700
Sayre, Okla. VOR Via N alter. *3000 - MOCA **3300 - MOCA	Oklahoma City, Okla. VOR Via N alter.	*3200 **3500
Oklahoma City, Okla. VOR	Drumright INT, Okla.	3700
Drumright INT, Okla.	Tulsa, Okla.VOR	3100
Tulsa, Okla.VOR	Salina INT,Okla.	2000
Salina INT,Okla.	Fayetteville, Ark. VOR	2600
Tulsa,Okla.VOR via N alter.	*Chelsea INT,Okla. via N alter.	2200
*Chelsea INT, Okla. Via N alter. *2600 - MRA	Fayetteville, Ark. VOR Via N alter.	2600
Fayetteville, Ark. VOR	Flippin, Ark. VOR	3100
Flippin, Ark. VOR	Walnut Ridge, Ark. VOR	2100
Walnut Ridge, Ark. VOR	Dyersburg, Tenn. VOR	1700
Dyersburg,Tenn. VOR *3000 - MOCA	Nashville,Tenn. VOR	*3500
Dyersburg, Tenn. VOR via S alter.	Graham, Tenn. VOR via S alter.	2000
Graham, Tenn.VOR Via S alter.	Nashville,Tenn.VOR Via S alter.	3000

VOR CIVIL AIRWAY 140 - cont'd.

FROM	TO	MEA
Nashville, Tenn. VOR	Corbin, Ky. VAR	*5000
*3400 - MOCA		
Corbin, Ky. VAR	Daley INT, Ky.	*6000
*4000 - MOCA		
Daley INT, Ky.	Gap Mills INT, W. Va.	*8000
*6000 - MOCA		
Gap Mills INT, W. Va.	Montebello, Va. VOR	6000
Montebello, Va. VOR	*Casanova INT, Va.	6000
*4000 - MRA		
Casanova INT, Va.	Herndon, Va. VOR	3000
Baltimore, Md. VOR	Port Deposit INT, Md.	2000
INT W crs Philadelphia, ILS loc. & 179 rad. West Chester, VOR	Philadelphia, Pa. ILS loc.	1800
Philadelphia, Pa. ILS loc.	Mt. Holly INT, N.J.	1800
Mt. Holly INT, N.J.	Colts Neck, N.J. VOR	1500

§610.6141 VOR CIVIL AIRWAY 141

FROM	TO	MEA
Nantucket, Mass. VOR	Boston, Mass. VOR	*3000
*1500 - MOCA		
Boston, Mass. VOR	Concord, N.H. VOR	2000
Concord, N.H. VOR	Lebanon, N.H. LF/RBN	5000
Lebanon, N.H. LF/RBN	Plattsburg, N.Y. VOR	6000

§610.6142 VOR CIVIL AIRWAY 142

FROM	TO	MEA
Buffalo, N.Y. VOR	Medina INT, N.Y.	2000
Medina INT, N.Y.	Rochester, N.Y. VOR	2000

§610.6143 VOR CIVIL AIRWAY 143

FROM	TO	MEA
Charlotte, N.C. VOR	*Bradley INT, N.C.	**2500
*3000 - MRA		
**2300 - MOCA		
Bradley INT, N.C.	Greensboro, N.C. VOR	*2500
*2300 - MOCA		
Charlotte, N.C. VOR	Mooresville INT, N. C.	
Via W alter.	Via W alter.	2300
Mooresville INT, N. C.	Greensboro, N. C. VOR	
Via W alter.	Via W alter.	3000
Greensboro, N.C. VOR	Penhook INT, Va.	3000
Penhook INT, Va.	Montebello, Va. VOR	6000
Front Royal, Va. VOR	Dawsonville INT, Va.	4000

§610.6144 VOR CIVIL AIRWAY 144

FROM	TO	MEA
Chicago, Midway Arpt. TVOR Ill.	Peotone, Ill. VOR	2300
Peotone, Ill. VOR	Thayer INT, Ind.	2000
Thayer INT, Ind.	Ft. Wayne, Ind. VOR	*4000
*2200 - MOCA		
Ft. Wayne, Ind. VOR	Findlay, Ohio VOR	2600
Findlay, Ohio VOR	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR	Briar Hill INT, Ohio	2500
Briar Hill INT, Ohio	*Baltic INT, Ohio	**3000
*3500 - MRA		
**2500 - MOCA		
Baltic INT, Ohio	*Moorefield INT, Ohio	**3000
*3000 - MRA		
**2500 - MOCA		
*Moorefield INT, Ohio	Cameron INT, W.Va.	3000
*3000 - MRA		
Cameron INT, W.Va.	Morgantown, W.Va. VOR	4000
Morgantown, W.Va. VOR	Front Royal, Va. VOR	5000
Front Royal, Va. VOR	Plains INT, Va.	4000
Plains INT, Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington, D.C. TVOR	1800

§610.6145 VOR CIVIL AIRWAY 145

FROM	TO	MEA
Utica, N.Y. LFR	Watertown, N.Y. VOR	3000
Watertown, N.Y. VOR	U.S. Canadian Border VOR	2000

§610.6146 VOR CIVIL AIRWAY 146

FROM	TO	MEA
Poughkeepsie, N.Y. VOR	Bradley INT, Conn.	3000
Bradley INT, Conn.	Woodstock INT, Conn.	*3500
*2500 - MOCA		

§610.6147 VOR CIVIL AIRWAY 147

FROM	TO	MEA
West Chester, Pa. VOR	Allentown, Pa. VOR	2500
Allentown, Pa. VOR	Crystal Lake, Pa. LF/RBN	3500
Crystal Lake, Pa. LF/RBN	Elmira, N.Y. VOR	4000
Elmira, N.Y. VOR	Burns INT, N.Y.	3500
Burns INT, N.Y.	Avon INT, N.Y.	3500
*Avon INT, N.Y.	Rochester, N.Y. VOR	2000
*3000 - MRA & 3000 - MCA Avon INT, S-bound		

§610.6148 VOR CIVIL AIRWAY 148

FROM	TO	MEA
Thurman, Colo. VOR	INT 077 rad. Akron, Colo. & 225 rad Imperial, Nebr. VOR	5900
INT 077 rad. Akron, Colo. & 225 rad. Imperial, Nebr. VOR	Imperial, Nebr. VOR	5600
Imperial, Nebr. VOR	North Platte, Nebr. VOR	4500

§610.6149 VOR CIVIL AIRWAY 149

FROM	TO	MEA
Allentown, Pa. VOR	Crystal Lake, Pa. LF/RBN	3500
Crystal Lake, Pa. LF/RBN	Binghamton, N.Y. VOR	3500
Binghamton, N.Y. VOR	Sherrill INT, N.Y.	3500

§610.6150 VOR CIVIL AIRWAY 150

FROM	TO	MEA
Sacramento, Calif. VOR	*West Point INT, Calif.	
	E-bound	8000
	W-bound	5000
*10,000 - MCA West Point INT, NE-bound		
West Point INT, Calif.	*Reno, Nev. VOR	13,000
*10,500 - MCA Reno VOR, SW-bound		

§610.6151 VOR CIVIL AIRWAY 151

FROM	TO	MEA
Woonsocket INT, Mass.	*Millbury INT, Mass.	2000
*3000 - MCA Millbury INT, NW-bound		
Millbury INT, Mass.	Gardner, Mass. VOR	3000
Gardner, Mass. VOR	Keene, N.H. LF/RBN	4000

§610.6152 VOR CIVIL AIRWAY 152

FROM	TO	MEA
Tampa, Fla. VOR	Plant City INT, Fla.	1300
Plant City INT, Fla.	Orlando, Fla. VOR	1700
Tampa, Fla. VOR	Dade City INT, Fla.	
Via N alter.	Via N alter.	1500
Dade City INT, Fla.	Orlando, Fla. VOR	
Via N alter.	Via N alter.	*2500
*1700 - MOCA		
Tampa. Fla. VOR	Lakeland, Fla. VOR	
via S alter.	via S alter.	1900
Lakeland, Fla. VOR	Orlando, Fla. VOR	
via S alter.	via S alter.	1700
Orlando, Fla. VOR	Daytona Beach, Fla. VOR	1500

§610.6153 VOR CIVIL AIRWAY 153

FROM	TO	MEA
Caldwell, N.J. VOR	Stillwater, N.J. VOR	2500
Stillwater, N.J. VOR	Wilkes-Barre, Pa. VOR	3500

§610.6154 VOR CIVIL AIRWAY 154

FROM	TO	MEA
Meridian, Miss. VOR	Montgomery, Ala. VOR	*2000
*1600 - MOCA		
Montgomery, Ala. VOR	Columbus, Ga. VOR	2100
Montgomery, Ala. VOR	Kent INT, Ala.	
via N alter.	via N alter.	2000
Kent INT, Ala.	Columbus, Ga. VOR	
via N alter.	via N alter.	2000
Columbus, Ga. VOR	Hamilton INT, Ga.	2400
Hamilton INT, Ga.	Macon, Ga. VOR	*3000
*2400 - MOCA		
Macon, Ga. VOR	Savannah, Ga. VOR	*4700
*1800 - MOCA		

§610.6155 VOR CIVIL AIRWAY 155

FROM	TO	MEA
Gordonsville, Va. VOR	*Casanova INT, Va.	3000
*4000 - MRA		
Casanova INT, Va.	Front Royal, Va. VOR	4000

§610.6156 VOR CIVIL AIRWAY 156

FROM	TO	MEA
Elkins, W.Va. VOR	Grottoes INT, Va.	7000
Grottoes INT, Va.	Gordonsville, Va. VOR	5000

§610.6157 VOR CIVIL AIRWAY 157

FROM	TO	MEA
Wilmington, N.C. VOR	LaGrange INT, N.C.	*2300
*1400 - MOCA		
LaGrange INT, N.C.	Rocky Mount, N.C. VOR	*1500
*1400 - MOCA		
Rocky Mount, N.C. VOR	Lawrenceville, Va. VOR	1300
Lawrenceville, Va. VOR	Richmond, Va. VOR	1500

§610.6158 VOR CIVIL AIRWAY 158

FROM	TO	MEA
Alden INT, Iowa	Waterloo, Iowa VOR	*3000
*2300 MOCA		

§610.6159 VOR CIVIL AIRWAY 159

FROM	TO	MEA
Miami, Fla. VOR	New River INT, Fla.	1300
New River INT, Fla.	West Palm Beach, Fla. VOR	1200
West Palm Beach, Fla. VOR	Vero Beach, Fla. VOR	1500
Vero Beach, Fla. VOR	Orlando, Fla. VOR	1300
Orlando, Fla. VOR	Cross City, Fla. VOR	*3500
*1700 - MOCA		
Cross City, Fla. VOR	Albany, Ga. VOR	*3500
*1500 - MOCA		

§610.6160 VOR CIVIL AIRWAY 160

FROM	TO	MEA
Denver, Colo. VOR	Sidney, Nebr. VOR	7000

§610.6161 VOR CIVIL AIRWAY 161

FROM	TO	MEA
Tulsa, Okla.VOR	Butler, Mo. VOR	*4300
*2300 - MOCA		
Butler, Mo. VOR	Blue Springs, Mo. VOR	*4000
*2400 - MOCA		
Blue Springs,Mo. VOR	Lawson INT, Mo.	2400
Lawson INT,Mo.	*Jameson INT, Mo.	**2900
*3000 - MRA		
**2400 - MOCA		
Jameson INT,Mo.	Lamoni, Iowa VOR	*2900
*2400 - MOCA		
Lamoni, Iowa VOR	*Osceola INT, Iowa	2300
*4300 - MRA		
Osceola INT, Iowa	Des Moines, Iowa VOR	2300
Des Moines, Iowa. VOR	*Mingo INT, Iowa	2700
*5000 - MRA		
Mingo INT, Iowa	Waterloo, Iowa VOR	2700
Waterloo, Iowa VOR	Rochester, Minn. VOR	2500
Rochester,Minn. VOR	Diamond Bluff INT, Wis.	2800
Diamond Bluff INT, Wis.	Minneapolis,Minn. ILS loc.	2400

§610.6162 VOR CIVIL AIRWAY 162

FROM	TO	MEA
Harrisburg, Pa. VOR	Allentown, Pa. VOR	3000
Harrisburg, Pa. VOR	Reinholds INT, Pa.	
via S alter.	via S alter.	*4500
*2500 - MOCA		
Reinholds INT, Pa.	Allentown, Pa. VOR	
via S alter.	via S alter.	2500

§610.6163 VOR CIVIL AIRWAY 163

FROM	TO	MEA
Waco, Tex. VOR	Morgan INT, Tex.	*2300
*2000 - MOCA		
Morgan INT, Tex.	Mineral Wells, Tex. VOR	2300
Mineral Wells, Tex. VOR	Boonsville INT, Tex.	2500
Boonsville INT, Tex.	Ardmore, Okla. VOR	2600
Ardmore, Okla. VOR	Oklahoma City, Okla. VOR	2700
via E alter.	via E alter.	*2800
*2700 - MOCA		

§610.6164 VOR CIVIL AIRWAY 164

FROM	TO	MEA
Bradford,Pa.VOR	Stonyford INT,Pa.	4500
Stonyfork INT, Pa.	Williamsport, Pa. VOR	4000
Williamsport,Pa. VOR	Crystal Lake INT, Pa.	4500
Crystal Lake INT, Pa.	Stroudsburg, Pa. VOR	3500
Williamsport,Pa. VOR	Stroudsburg, Pa. VOR	
Via S alter.	Via S alter.	4000
Stroudsburg,Pa. VOR	Millington INT, N. J.	2700

§610.6165 VOR CIVIL AIRWAY 165

FROM	TO	MEA
*Long Beach, Calif. VOR	Berry INT, Calif.	8000
*8500 - MCA Long Beach VOR, N-bound		
*Berry INT, Calif.	**Palmdale, Calif. VOR	9000
*9000 - MCA Berry INT, N-bound		
**9000 - MCA Palmdale VOR, S-bound		

§610.6166 VOR CIVIL AIRWAY 166

FROM	TO	MEA
Martinsburg, W. Va. VOR	Parkton INT, Md.	4000
Parkton INT, Md.	West Chester, Pa. VOR	*3000
*2000 - MOCA		

§610.6167 VOR CIVIL AIRWAY 167

FROM	TO	MEA
Point Pleasant INT, N. J.	Idlewild, N. Y. VOR	*2500
*1500 - MOCA		
Idlewild, N. Y. VOR	Syosset INT, N. Y.	*2000
*1500 - MOCA		
Syosset INT, N. Y.	Bridgeport INT, Conn.	*2000
*1500 - MOCA		
Bridgeport INT, Conn.	Hartford, Conn. VOR	2000

§610.6169 VOR CIVIL AIRWAY 169

FROM	TO	MEA
Sidney, Nebr. VOR	Scottsbluff INT, Nebr.	5800
Scottsbluff INT, Nebr.	Chadron, Nebr. VOR	6500
Chadron, Nebr. VOR	Rapid City, S. D. VOR	5600
via E alter.	via E alter.	5600

§610.6170 VOR CIVIL AIRWAY 170

FROM	TO	MEA
Erie, Pa. VOR	Bradford, Pa.VOR	4000
Bradford, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Reinholds INT, Pa.	4000
Reinholds INT, Pa.	West Chester, Pa. VOR	2500

§610.6171 VOR CIVIL AIRWAY 171

FROM	TO	MEA
Louisville, Ky. VOR	*Martinsburg INT, Ind.	**3000
*3600 - MRA		
**2600 - MOCA		
Martinsburg INT, Ind.	*Mitchell INT, Ind.	**3000
*3000 - MRA		
**2600 - MOCA		
Mitchell INT, Ind.	Scotland, Ind. VOR	2000
Scotland, Ind. VOR	Terre Haute, Ind. VOR	2000
Terre Haute, Ind. VOR	*Perrysville INT, Ind.	2000
*Perrysville INT, Ind.	Peotone, Ill. VOR	2000
*3000 - MRA		

VOR CIVIL AIRWAY 171 - cont'd.

FROM	TO	MEA
Peotone, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Sycamore INT,Ill	2000
Sycamore INT,Ill.	Janesville, Wis. VOR	2100
Janesville,Wis. VOR	Mendota INT,Wis.	2700

§610.6172 VOR CIVIL AIRWAY 172

FROM	TO	MEA
Des Moines,Iowa VOR	*Monroe INT,Iowa	2200
*3500 - MRA		
Monroe INT,Iowa	Grinnell INT,Iowa	2200
Grinnell INT, Iowa	Polo,Ill.VOR	*8600
*2200 - MOCA		
Grinnell INT, Iowa	Cedar Rapids,Iowa LF/RBN	#2200
#Utilizing Cedar Rapids LF/RBN		
Cedar Rapids, Iowa LF/RBN	Polo,Ill. VOR	#*3200
#Utilizing Cedar Rapids LF/RBN		
*2200 - MOCA		
Int. 071° T rad. Des Moines VOR & 268° T rad. Polo VOR	Big Rock INT,Iowa	
Via S alter.	Via S alter.	*7500
*2200 - MOCA		
Big Rock INT,Iowa	Moline,Ill.VOR	
Via S alter.	Via S alter.	2200
Moline,Ill.VOR	Polo,Ill. VOR	
Via S alter.	Via S alter.	2200
Int. 071° T rad. Des Moines VOR & 268° T rad. Rolo VOR	Big Rock INT,Iowa	#2200
Via S alter.	Via S alter.	#2200
#Utilizing Cedar Rapids LF/RBN		
Polo, Ill. VOR	Sycamore INT, Ill.	2000
Sycamore INT, Ill.	Glen Ellyn INT, Ill.	*3000
*2500 - MOCA		
Glen Ellyn INT, Ill.	Chicago, Midway Arpt. Ill. TVOR	2500

§610.6173 VOR CIVIL AIRWAY 173

FROM	TO	MEA
Springfield,Ill. VOR	Roberts, Ill.VOR	*2800
*2000 - MOCA		
Roberts, Ill.VOR	Mateno INT, Ill.	*2800
*2000 - MOCA		
Mateno INT, Ill.	Chicago, Ill. TVOR	2300

§610.6174 VOR CIVIL AIRWAY 174

FROM	TO	MEA
Vichy, Mo. VOR	Troy, Ill. VOR	2200
Troy, Ill. VOR	Vernon INT, Ill.	2100
Vernon INT, Ill.	*Farina INT, Ill.	**3100
*Farina INT, Ill.	Carlisle INT, Ind.	**3100
*3100 - MRA		
**2100 - MOCA		
Carlisle INT,Ind.	Scotland,Ind.VOR	2000

VOR CIVIL AIRWAY 174 - cont'd.

FROM	TO	MEA
*Mitchell INT, Ind.	**Martinsburg INT, Ind.	***3000
*3000 - MRA		
**3600 - MRA		
***2600 - MOCA		
Martinsburg INT, Ind.	Louisville, Ky. VOR	*3000
*2600 - MOCA		
Louisville, Ky. VOR	*Georgetown INT, Ky.	**3000
*3000 - MRA		
**2500 - MOCA		
*Georgetown INT, Ky.	York, Ky. VOR	**5000
*3000 - MRA		
**2500 - MOCA		
York, Ky. VOR	Henderson INT, W. Va.	*3500
*2500 - MOCA		
Henderson INT, W. Va.	*Sandyville INT, W. Va.	**4000
*4000 - MRA		
**2500 - MOCA		
*Sandyville INT, W.Va.	Clara INT,W.Va.	**4000
*4000 - MRA		
**3000 - MOCA		
Clara INT, W.Va.	Elkins, W.Va. VOR	5000
Elkins, W. Va. VOR	Petersburg INT, W. Va.	6800
*Petersburg INT, W. Va.	Front Royal, Va. VOR	5300
*6000 - MCA Petersburg INT, W-bound		
Front Royal, Va. VOR	Plains INT, Va.	4000
Plains INT, Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington, D. C. TVOR	1800

§610.6175 VOR CIVIL AIRWAY 175

FROM	TO	MEA
Vichy, Mo. VOR	Wilton INT, Mo.	2200
Wilton INT, Mo.	Columbia, Mo. VOR	2600

§610.6176 VOR CIVIL AIRWAY 176

FROM	TO	MEA
Centralia, Ill. VOR	Cisne INT, Ill.	2100
Cisne INT, Ill.	Scotland,Ind.VOR	*3000
*2100 - MOCA		

§610.6177 VOR CIVIL AIRWAY 177

FROM	TO	MEA
Naperville,Ill. VOR	Janesville,Wis. VOR	2200
Janesville,Wis. VOR	Mills INT, Wis.	2200

§610.6178 VOR CIVIL AIRWAY 178

FROM	TO	MEA
Farmington, Mo. VOR	Paducah, Ky. VOR	2400
via S alter.	via S alter.	2400

§610.6179 VOR CIVIL AIRWAY 179

FROM	TO	MEA
Paducah,Ky.VOR	Centralia,Ill.VOR	2000

§610.6180 VOR CIVIL AIRWAY 180

FROM	TO	MEA
Austin,Tex.VOR	*Smithville INT, Tex.	2000
*2300 - MRA		
Smithville INT, Tex.	Eagle Lake,Tex. VOR	*3000
*2000 - MOCA		
Eagle Lake,Tex. VOR	Galveston,Tex.VOR	1600

§610.6181 VOR CIVIL AIRWAY 181

FROM	TO	MEA
Sioux Falls, S. D. VOR	Watertown, S. D. VOR	3000

§610.6182 VOR CIVIL AIRWAY 182

FROM	TO	MEA
*Portland,Ore. VOR	The Dalles,Ore. VOR	7000
*4700 - MCA Portland VOR, E-bound		
The Dalles, Ore. VOR	Eight Mile INT, Ore.	5000
Eight Mile INT, Ore.	Ukiah INT, Ore.	9000
Ukiah INT, Ore.	*Baker,Ore.VOR	**14000
*10200 - MCA Baker VOR, W-bound		
**11000 - MOCA		

§610.6183 VOR CIVIL AIRWAY 183

FROM	TO	MEA
*Santa Barbara, Calif. VOR	Maricopa INT, Calif.	9000
*8000 - MCA Santa Barbara VOR, NE-bound		
Maricopa INT, Calif.	*Bakersfield,Calif. VOR NE-bound	3000
	SW-bound	7000
*3000 - MCA Bakersfield VOR, SW-bound		

§610.6184 VOR CIVIL AIRWAY 184

FROM	TO	MEA
Erie, Pa. VOR	Fitzgerald, Pa. VOR	3500
Fitzgerald, Pa. VOR	Philipsburg, Pa. VOR	4000

§610.6185 VOR CIVIL AIRWAY 185

FROM	TO	MEA
Savannah,Ga.VOR	Augusta,Ga.VOR	1800
Augusta, Ga. VOR	Spartansburg, S. C. VOR	2300
Spartansburg, S. C. VOR	Asheville, N. C. VOR	*8000
*6000 - MOCA		
Augusta, Ga. VOR	Int. Augusta,Ga. 345 mag. rad. & S crs. Greenville,S.C. ILS localizer	
Via W alter.	Via W alter	1800
Int Augusta,Ga. 345 mag.rad. & S crs Greenville, S.C. ILS loc.	Greenville, S.C. ILS localizer	
Via W alter.	Via W alter.	4000
Greenville,S.C. ILS localizer	Int. N crs Greenville, S.C. ILS loc. crs & Asheville,N.C. 190 mag. rad.	
Via W alter.	Via W alter.	4000

VOR CIVIL AIRWAY 185 - cont'd.

FROM	TO	MEA
Int. N crs Greenville,S.C. ILS loc. crs & Asheville,N.C. 190 mag. rad.	Asheville, N.C.VOR	
Via W alter.	Via W alter.	6000
Asheville, N.C. VOR	Piedmont INT, Tenn.	8000
Piedmont INT, Tenn.	Knoxville, Tenn. VOR	6000
Scotland,Ind.VOR	*Mitchell INT,Ind.	2000
*3000 - MRA		
Via E alter.	Via E alter.	8000
Ottway INT, Tenn.	Knoxville, Tenn. VOR	
Via E alter.	Via E alter.	6000

§610.6186 VOR CIVIL AIRWAY 186

FROM	TO	MEA
St.Louis,Mo.VOR	*Fidelity INT,Ill	2000
*3000 - MRA		
Fidelity INT,Ill.	Gillespie INT,Ill.	*3000
*2000 - MOCA		
Gillespie INT, Ill.	Vandalia,Ill.VOR	2000
Vandalia, Ill. VOR	*Union Center INT, Ind.	2000
*2400 - MRA		
Union Center INT, Ind.	Scotland, Ind. VOR	2400

§610.6187 VOR CIVIL AIRWAY 187

FROM	TO	MEA
Naperville,Ill. VOR	Papi INT, Ill.	2500
Papi INT,Ill.	*Taylor INT,Wis.	**4300
*4300 - MRA		
**2000 - MOCA		
Taylor INT,Wis.	*Racine INT,Wis.	**2500
*3000 - MRA		
**2000 - MOCA		
Racine INT,Wis.	*New Berlin INT, Wis.	2000
*4300 - MRA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300

§610.6188 VOR CIVIL AIRWAY 188

FROM	TO	MEA
Carleton, Mich. VOR	Detroit River INT, Mich.	2000
Detroit River INT, Mich.	*Pelee INT, Canada	**#2500
*2500 - MRA		
**2000 - MOCA		
#For that airspace over U. S. Territory		
Pelee INT, Canada	Perry, Ohio LF/RBN	*#9000
*2500 - MOCA		
#For that airspace over U. S. Territory		
Perry, Ohio LF/RBN	Fitzgerald, Pa. VOR	3500
Fitzgerald, Pa. VOR	Williamsport, Pa. VOR	4000
Williamsport,Pa. VOR	Crystal Lake INT, Pa.	4500
Crystal Lake INT, Pa.	Stroudsburg, Pa. VOR	3500
Stroudsburg, Pa. VOR	Caldwell, N.J. VOR	2600

§610.6189 VOR CIVIL AIRWAY 189

FROM	TO	MEA
Pittsburgh,Pa.VOR	Ford INT, Pa.	3000
Ford INT, Pa.	*Brookville INT,Pa.	3500
*4000 - MRA		

§610.6190 VOR CIVIL AIRWAY 190

FROM	TO	MEA
Grants, N.Mex. VOR	INT Santa Fe 240 & Albuquerque, VOR 010 mag. rads.	10,000
INT Santa Fe 240 & Albuquerque, VOR 010 mag. rads.	Santa Fe, N.Mex. VOR	9000
*Santa Fe, N.Mex. VOR	**Las Vegas, N.Mex. VOR	12,500
*11,600 - MCA Sante Fe VOR, E-bound		
**11,300 - MCA Las Vegas VOR, W-bound		
Las Vegas, N.Mex. VOR	Dalhart, Tex. VOR	*13,000
*9000 - MOCA		
Dalhart, Tex. VOR	Gage, Okla. VOR	*5700
*5200 - MOCA		
Gage, Okla.VOR	Capron INT, Okla.	3500
Capron INT,Okla.	Ponca City,Okla. VOR	*3500
*2500 - MOCA		
Ponca City,Okla. VOR	*Waco INT, Mo.	**7000
*6500 - MRA		
**2500 - MOCA		
Waco INT,Mo.	Avilla INT, Mo.	*6500
*2600 - MOCA		
Avilla INT, Mo.	Springfield,Mo. VOR	2600
Joplin,Mo. LOM	Avilla INT, Mo.	#2600
#Utilizing Joplin LOM		
Springfield,Mo. VOR	Farmington,Mo. VOR	*4600
*2800 - MOCA		
Farmington,Mo VOR	Evansville, Ind. VOR	2500

§610.6191 VOR CIVIL AIRWAY 191

FROM	TO	MEA
Walnut Ridge, Ark. VOR	Farmington, Mo. VOR	*2700
*2500 - MOCA		
Farmington, Mo. VOR	*Crystal City INT, Mo.	2500
*3000 - MRA		
Crystal City INT, Mo.	Troy, Ill. VOR	2200
Troy, Ill. VOR	Hillsboro INT, Ill.	2000
Hillsboro INT, Ill.	Roberts, Ill. VOR	*3000
*2300 - MOCA		
Roberts, Ill. VOR	Mateno INT, Ill.	*2800
*2000 - MOCA		
Mateno INT, Ill.	Chicago, Midway Arpt. Ill. TVOR	2300

§610.6192 VOR CIVIL AIRWAY 192

FROM	TO	MEA
Grants, N.Mex. VOR	Ladrones INT, N.Mex.	11,000

VOR CIVIL AIRWAY 192 - cont'd.

FROM	TO	MEA
*Ladrones INT, N.Mex.	Corona, N.Mex. VOR	9500
*10,000 - MCA Ladrones INT, NW-bound		
Corona, N.Mex. VOR	Tucumcari, N.Mex. VOR	*11,000
*9000 - MOCA		

§610.6193 VOR CIVIL AIRWAY 193

FROM	TO	MEA
Pullman,Mich.VOR	Grand Rapids,Mich ILS/LOM	2200
Grand Rapids, Mich. ILS/LOM	White Cloud, Mich. VOR	2200
White Cloud,Mich. VOR	Traverse City, Mich. LFR	2700

§610.6194 VOR CIVIL AIRWAY 194

FROM	TO	MEA
Homer INT, Ga.	Royston, Ga. VOR	2200
Royston, Ga.VOR	Sedalia INT, S.C.	*3000
*2200 - MOCA		
Sedalia INT, S. C.	Charlotte, N.C. VOR	*3000
*2000 - MOCA		
Charlotte, N.C. VOR	Norwood INT, N.C.	*3000
*1800 - MOCA		
Norwood INT, N.C.	Moncure INT,N.C.	*3500
*1800 - MOCA		
Moncure INT,N.C.	Raleigh, N.C. VOR	1600
Raleigh, N.C. VOR	Rocky Mount, N.C. VOR	1700
Raleigh,N.C.VOR Via S alter.	Rocky Mount,N.C.VOR Via S alter.	*2000
*1600 - MOCA		
Rocky Mount, N.C. VOR	Harrelsville INT, Va.	1400
Harrelsville INT, Va.	Norfolk, Va. ILS localizer	1500
Norfolk, Va. ILS localizer	Whitehurst INT, Va.	1500

§610.6195 VOR CIVIL AIRWAY 195

FROM	TO	MEA
Oakland, Calif. VOR	Sacramento, Calif. VOR	4000
Bay Point, Calif. FM	Sacramento, Calif. VOR E-bound only	2000
Sacramento, Calif. VOR	Williams, Calif. VOR NW-bound	3000
	SE-bound	2000
Rio INT, Calif. Via W alter.	Williams,Calif.VOR Via W alter.	5000

§610.6196 VOR CIVIL AIRWAY 196

FROM	TO	MEA
Rock River, Wyo. VOR	Wheatland INT, Wyo.	11,000
Wheatland INT, Wyo.	Chadron, Nebr. VOR	*10,000
*8000 - MOCA		

§610.6197 VOR CIVIL AIRWAY 197

FROM	TO	MEA
Waterville, Ohio VOR	Carleton, Mich. VOR	2100

§610.6198 VOR CIVIL AIRWAY 198

FROM	TO	MEA
San Antonio, Tex. VOR	Eagle Lake, Tex. VOR	2500
Eagle Lake, Tex. VOR	Galveston, Tex. VOR	1600

§610.6199 VOR CIVIL AIRWAY 199

FROM	TO	MEA
Fresno,Calif. VOR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	*San Francisco, Calif. VOR	7000
*4600 - MCA San Francisco VOR, E-bound		
Hillview INT, Calif.	San Francisco,Calif. VOR W-bound only	3000
San Francisco, Calif. VOR	Stinson Beach INT, Calif.	3000
Stinson Beach INT, Calif.	Marin INT, Calif.	4000
Marin INT,Calif. *10800 - MRA	*Ft.Ross INT,Calif.	6000
Ft.Ross INT, Calif.	Ukiah,Calif. VOR	6000

§610.6200 VOR CIVIL AIRWAY 200

FROM	TO	MEA
Ukiah, Calif. VOR	Williams, Calif. VOR	7000
*Williams,Calif. VOR	Mt.Lola INT, Calif.	13000
*10000 - MCA Williams VOR, NE-bound		
Mt. Lola INT, Calif.	Reno,Nev. VOR	11000

§610.6201 VOR CIVIL AIRWAY 201

FROM	TO	MEA
Corbina INT, Calif.	*Los Angeles, Calif. VOR	3500
*6000 - MCA Los Angeles VOR, NE-bound		
Los Angeles, Calif. VOR	Berry INT, Calif.	9000

§610.6202 VOR CIVIL AIRWAY 202

FROM	TO	MEA
*Tucson,Ariz.LFR	Kinsley INT,Ariz.	**14000
*12000 - MCA Tucson LFR, S-bound		
**12000 - MOCA		
Kinsley INT, Ariz.	Mescal INT, Ariz.	*14,000
*10,000 - MOCA		
Mescal INT, Ariz.	Cochise, Ariz. VOR	10,000

§610.6203 VOR CIVIL AIRWAY 203

FROM	TO	MEA
Albany, N. Y. VOR	Sacandaga INT, N. Y.	
		S-bound 3000
		N-bound 6000
Sacandaga INT, N. Y.	Tupper Lake INT, N. Y.	*7000
*6000 - MOCA		
*Tupper Lake INT, N. Y.	Massena, N. Y. VOR	4500
*6000 - MCA Tupper Lake INT, S-bound		

§610.6204 VOR CIVIL AIRWAY 204

FROM	TO	MEA
Enquism,Wash.VOR	*Olympia,Wash.VOR	4300
*2800 - MCA Olympia VOR, W-bound		

VOR CIVIL AIRWAY 206 - cont'd.

FROM	TO	MEA
Springfield,Mo. VOR	*Bolivar INT,Mo.	2500
*8000 - MRA		
Bolivar INT,Mo.	Blue Springs,Mo. VOR	2400
Blue Springs,Mo. VOR	Kansas City,Mo. VOR	2400
Springfield,Mo. VOR	*Schell City INT, Mo.	
Via W alter. *4000 - MRA	Via W alter.	2500
Schell City INT. Mo.	Blue Springs, Mo. VOR	
Via W alter. *2400 - MOCA	Via W alter.	*4000

§610.6206 VOR CIVIL AIRWAY 206

FROM	TO	MEA
Blue Springs,Mo. VOR	Lexington INT,Mo.	2400
Lexington INT, Mo. *2400 - MOCA	Kirksville, Mo. VOR	*3100

§610.6207 VOR CIVIL AIRWAY 207

FROM	TO	MEA
Denver,Colo.VOR *14000 - MRA	*Gill INT,Colo.	7500
Gill INT,Colo.	Egbert INT,Wyo.	7500

§610.6208 VOR CIVIL AIRWAY 208

FROM	TO	MEA
Thermal, Calif. VOR	Needles, Calif. VOR	*10000
*6500 - MOCA		

§610.6209 VOR CIVIL AIRWAY 209

FROM	TO	MEA
*Los Angeles, Calif. VOR	Fillmore, Calif. VOR	5000
*3000 - MCA Los Angeles VOR, NW-bound		
Shoreline INT, Calif.	Los Angeles, Calif. VOR	
		SE-bound only 3000
*Fillmore, Calif. VOR	Paso Robles, Calif. VOR	**12500
*10500 - MCA Fillmore VOR, NW-bound		
**8500 - MOCA		

§610.6210 VOR CIVIL AIRWAY 210

FROM	TO	MEA
*Los Angeles, Calif. VOR	Daggett,Calif. VOR	12000
*8000 - MCA Los Angeles VOR, NE-bound		
Wrightwood INT, Calif.	Los Angeles,Calif. VOR SW-bound only	8000

§610.6211 VOR CIVIL AIRWAY 211

FROM	TO	MEA
Cotulla,Tex.VOR	Junction,Tex.VOR	*4000
*3600 - MOCA		

§610.6212 VOR CIVIL AIRWAY 212

FROM	TO	MEA
Ukiah,Calif.VOR *10600 - MRA	*Ft.Ross INT,Calif.	6000
*Ft.Ross INT, Calif.	Geyserville INT, Calif.	10600
*10600 - MCA Ft. Ross INT, NE-bound		

VOR CIVIL AIRWAY 212 - cont'd.

FROM	TO	MEA
Geyserville INT, Calif.	Williams,Calif. VOR	8500
Williams,Calif. VOR	Wheatland INT, Calif.	4000
Wheatland INT, Calif.	Auburn INT,Calif.	
	E-bound	7000
	W-bound	4000
Auburn INT, Calif.	*Coloma INT,Calif.	
	E-bound	7000
	W-bound	6000
*Coloma INT, Calif.	Tahoe INT,Calif.	
	NE-bound	13000
	SW-bound	9500
*9500 - MCA Coloma INT, NE-bound		
Tahoe INT,Calif. *12000 - MCA Reno VOR, SW-bound	*Reno, Nev. VOR	13000

§610.6213 VOR CIVIL AIRWAY 213

FROM	TO	MEA
Rocky Mount, N.C. VOR	Boykins INT, Va.	1500

§610.6214 VOR CIVIL AIRWAY 214

FROM	TO	MEA
Muskegon,Mich. VOR *2400 - MOCA	Saginaw,Mich. LF/RBN	*4000

§610.6215 VOR CIVIL AIRWAY 215

FROM	TO	MEA
Muskegon,Mich. VOR	White Cloud,Mich. VOR	2000

§610.6216 VOR CIVIL AIRWAY 216

FROM	TO	MEA
Janesville,Wis. VOR *2200 - MOCA	Wind Lake INT, Wis.	*3200

§610.6217 VOR CIVIL AIRWAY 217

FROM	TO	MEA
Naperville,Ill. VOR *3600 - MRA	*Lake Forest INT, Ill.	**3000
**2500 - MOCA		
Lake Forest INT, Ill. *3000 - MRA	*Bristol INT,Wis.	**3000
**2000 - MOCA		
Bristol INT,Wis.	Milwaukee,Wis. ILS loc.	2000
Milwaukee,Wis. ILS loc.	Cardinal INT,Wis.	2700

§610.6218 VOR CIVIL AIRWAY 218

FROM	TO	MEA
Lansing,Mich.VOR	Flint INT,Mich.	2400

§610.6219 VOR CIVIL AIRWAY 219

FROM	TO	MEA
Janesville,Wis. VOR *4300 - MRA	*New Berlin INT, Wis.	**4300
**2300 - MOCA		

§610.6220 VOR CIVIL AIRWAY 220

FROM	TO	MEA
Kremmling,Colo. VOR	Ward INT,Colo.	16000
Ward INT,Colo.	Longmont INT,Colo	16500

VOR CIVIL AIRWAY 220 - cont'd.

FROM	TO	MEA
*Longmont INT, Colo.	Roggen INT,Colo.	10500
*16500 - MCA Longmont INT, W-bound		
Roggen INT,Colo.	Wiggins INT,Colo.	7000
Wiggins INT,Colo.	Akron, Colo. VOR	6600

§610.6221 VOR CIVIL AIRWAY 221

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Litchfield,Mich. VOR	2800
Litchfield,Mich. VOR	Wolf Lake INT, Mich.	2300
Wolf Lake INT, Mich.	Salem,Mich.VOR	2300

§610.6222 VOR CIVIL AIRWAY 222

FROM	TO	MEA
San Antonio,Tex. VOR	*Smithville INT, Tex.	2500
*2300 - MRA		
Smithville INT, Tex.	Round Top INT, Tex.	*3000
*1700 - MOCA		
Round Top INT, Tex.	Sealy INT,Tex.	*3700
*1700 - MOCA		
Sealy INT,Tex.	Houston,Tex.VOR	2000

§610.6223 VOR CIVIL AIRWAY 223

FROM	TO	MEA
Herndon,Va.VOR	Harrisburg,Pa.VOR	3000

§610.6224 VOR CIVIL AIRWAY 224.

FROM	TO	MEA
Carleton,Mich. VOR	U.S. Canadian Border	2300

§610.6225 VOR CIVIL AIRWAY 225

FROM	TO	MEA
Key West,Fla. VOR	*Cape Romano INT, Fla.	**3000
*6000 - MRA		
**1300 - MOCA		
Cape Romano INT, Fla.	Ft. Myers,Fla. VOR	*3000
*1300 - MOCA		
Ft.Myers,Fla.VOR	*Dixie Ranch INT, Fla.	**1500
*4000 - MRA		
**1300 - MOCA		
Dixie Ranch INT, Fla.	Vero Beach,Fla. VOR	*1500
*1300 - MOCA		

§610.6226 VOR CIVIL AIRWAY 226

FROM	TO	MEA
Williamsport,Pa. VOR	Avoca INT, Pa.	4500
Avoca INT,Pa.	Stillwater,N.J.VOR	3500
Stillwater,N.J. VOR	Paterson INT,N.J.	2500

§610.6228 VOR CIVIL AIRWAY 228

FROM	TO	MEA
Naperville,Ill. VOR	Sycamore INT,Ill.	2000

§610.6230 VOR CIVIL AIRWAY 230

FROM	TO	MEA
Salinas,Calif.VOR	Mendota INT,Calif.	7000
Mendota INT, Calif.	Fresno,Calif. VOR	3000

§610.6232 VOR CIVIL AIRWAY 232

FROM	TO	MEA
Hill City,Kans. VOR	Salina,Kans.VOR	*7900

*3800 - MOCA

§610.6233 VOR CIVIL AIRWAY 233

FROM	TO	MEA
Evansville,Ind. VOR	*Farina INT,Ill.	2000

*3100 - MRA

Farina INT,Ill.	Vandalia,Ill.VOR	2000
Evansville,Ind. VOR	Vandalia,Ill.VOR	
Via E alter.	Via E alter.	2000
Springfield,Ill. VOR	Peoria,Ill.VOR	2000
Peoria,Ill.VOR	Bradford,Ill.VOR	2000
Bradford,Ill.VOR	Moline,Ill.VOR	2000

§610.6234 VOR CIVIL AIRWAY 234

FROM	TO	MEA
Anton Chico, N.Mex. VOR	Conchas Dam INT, N.Mex.	7500
*Conchas Dam INT, N. Mex.	Dalhart, Tex. VOR	10000

*8500 - MCA Conchas Dam INT, NE-bound

§610.6401 HAWAII VOR CIVIL AIRWAY 1

FROM	TO	MEA
Hilo, T. H. VOR	Hibiscus INT, T. H.	*3000

*1000 - MOCA

§610.6402 HAWAII VOR CIVIL AIRWAY 2

FROM	TO	MEA
Lihue, T. H.VOR	*Makai INT,T.H.	**5000

*5000 - MCA Makai INT, W-bound
**3000 - MOCA

Makai INT, T. H.	Honolulu, T. H. VOR	4000
Barbers Point, T. H. FM	Honolulu, T. H. VOR NE-bound only	2000
Lihue, T. H.VOR via S alter.	Hula Girl INT,T.H. via S alter.	*4000

*3000 - MOCA

Hula Girl INT, T. H. via S alter.	Makai INT, T. H. via S alter.	4000
Makai INT, T. H. via S alter.	Honolulu, T. H. VOR via S alter.	4000
Barbers Point, T. H. FM via S alter.	Honolulu, T. H. VOR via S alter. NE-bound only	2000
Honolulu,T.H. VOR	*Lanai,T.H. VOR	5000
Via S alter.	Via S alter.	5000

*5000 - MCA Lanai VOR, E-bound

Lanai, T. H. VOR	Pineapple INT, T. H.	5000
Pineapple INT, T. H.	Rainbow INT, T. H.	4000
Rainbow INT,T.H.	Upolu, T. H.VOR	5000
Upolu, T. H.VOR	Paradise INT,T.H.	5000
Paradise INT,T.H.	Hilo, T. H.VOR	4000
Hilo, T. H. VOR	25 miles E of Hilo VOR	*2000

*1000 - MOCA

§610.6403 HAWAII VOR CIVIL AIRWAY 3

FROM	TO	MEA
Hilo, T. H. VOR	Grass Shack INT, T. H.	*3000

*1000 - MOCA

§610.6404 HAWAII VOR CIVIL AIRWAY 4

FROM	TO	MEA
South Port Allen INT, T. H.	Hula Girl INT, T. H.	*7000

*1000 - MOCA

Hula Girl INT, T. H.	Barbers Point, T. H. FM	*4000

*2000 - MOCA, NE-bound
*1000 - MOCA, SW-bound

Barbers Point, T. H. FM	Honolulu, T. H. VOR	
		NE-bound 2000
		SW-bound 4000
*Honolulu, T. H. VOR	Kaneohe INT, T. H.	6000

*6000 - MCA Honolulu VOR, NE-bound

Kaneohe INT, T. H.	North Lanai INT, T. H.	*9000

*1000 - MOCA

North Lanai INT, T. H.	North Maui INT, T. H.	*14,500

*1000 - MOCA

§610.6405 HAWAII VOR CIVIL AIRWAY 5

FROM	TO	MEA
Rainbow INT,T.H.	*Maui,T.H. VOR	4000

*4000 - MCA Maui VOR, S-bound

Maui, T. H. VOR	North Maui INT, T. H.	*14,500

*7000 - MOCA

§610.6406 HAWAII VOR CIVIL AIRWAY 6

FROM	TO	MEA
Lanai,T.H. VOR	*Maui,T.H. VOR	6500

*6500 - MCA Maui VOR, W-bound

§610.6407 HAWAII VOR CIVIL AIRWAY 7

FROM	TO	MEA
Lanai, T. H. VOR	North Lanai INT, T. H.	*9000

*5500 - MOCA

§610.6408 HAWAII VOR CIVIL AIRWAY 8

FROM	TO	MEA
Pineapple INT, T.H.	*Maui,T.H. VOR	5000

*4000 - MCA Maui VOR, SW-bound

§610.6409 HAWAII VOR CIVIL AIRWAY 9

FROM	TO	MEA
South Honolulu INT, T. H.	Honolulu, T. H. VOR	*6000

*5000 - MOCA, N-bound & 1000 - MOCA, S-bound

§610.6410 HAWAII VOR CIVIL AIRWAY 10

FROM	TO	MEA
Upolu, T. H. VOR	Paradise INT, T. H.	5000
Paradise INT, T. H.	Grass Shack INT, T. H.	*3000

*1000 - MOCA

Grass Shack INT, T. H.	Hibiscus INT, T. H.	3000

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: **ANNISTON-RADIO:** VOR courses 360°-070° not usable acct course bends and roughness.

BIRMINGHAM-RADIO: VOR operg on test-basis. (4-27)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)

CLANTON-GRAGG ARPT: Closed - const. (3-21)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

ELBA MUN ARPT: Unattended. Lgts on req. (4-27)

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

GUNTERSVILLE ARPT: Closed. (3-26)

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. Rnwy 15-33 open lgt acft xcpt first 500' from NW end unusable - holes.(3-16)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider intermittently on rnwy daylgt hrs durg VFR.

ARIZONA: **SPECIAL NOTICE:** Until July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)

AJO ARPT: Beacon and lights inoperative. (4-3)

★**COCHISE-RADIO:** VOR/DME flgt -checked, opern normal. Coverage 015-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. VOR freq changed from 112.1 mc to 117.7 mc. (4-28)

DATELAND: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised-low altitudes near these lctns. (3-12)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30° - 70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)

**KINGMAN: Effective April 17, 1956 Caution Area C-417 rescinded.

PHOENIX-RADIO: LFR has severe interference during hrs of darkness. About May 1, VOR/DME will be shut down until approx June 1 - modernization. During shutdown, the following Victor Arwys are unusable for instr opern: Victor 95 Phoenix - Winslow; V-105, Phoenix-Prescott; V16 Hassayampa - Toltex Intersection. (4-16)

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (4-11)

ARIZONA: PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Closed. (12-14)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: About May 1, VOR/DME will be shut down until approx June 1. (4-6)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt:(a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: Mar 12 VOR shut down until approx May 12. (3-13)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: EL DORADO-RADIO: DME 2000'MSL coverage 43. 5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)

FAYETTEVILLE-RADIO: About May 7, VOR will be shut down approx June 4 - modernization. (3-28)

★FT. SMITH-RADIO: April 13, ILS relctd, flgt-checked and recmsnd. Freq: 109.5 mc, with voice. Ident: FSM. Glide slope freq: 332.6 mc. OM and LOM lctd 3.7 s mi from apch end rnwy at lat 35-20-45, long 94-17-30. Freq: 219 kc. Ident: FS. MM and LMM lctd 0.73 s mi at lat 35-20-18, long 94-20-44. Freq: 201 kc. Ident: SM. Apch bear: 253°. Alt over OM 1530' MSL, over MM 725' MSL. Glide slope 1200' in from apch end of rnwy and 400' S edge of rnwy. Lclzr 1675' SW of end of rnwy. BC-unusable. (4-17)

FT. SMITH ARPT: 136' lgtd drilling derrick erected 0.5 mi W and 1.0 mi S of E/W rnwy.

HARRISON ARPT: New NW/SE rnwy under const. (2-14)

HAZEN ARPT: Caution - E/W rnwy closed. Men and equip. on fld. (11-21)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - const. (3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness.(10-14)

CALIFORNIA: SPECIAL NOTICE: Until May 2, Navy blimp will oper intermittently in vcnty of Wilmington and Dominguez, Calif. from surface upward in connection with Los Angeles air pollution control. Flgts will originate at Santa Ana Lighter Than Air Base, will cross at Newport Beach and proceed seaward to Wilmington for opern in both areas. Return flgt will be reverse of outbnd flgt. Operns will be conducted in conditions down to 500' ceiling and 1/2 mile visibility.

ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

★BAKERSFIELD-KERN COUNTY ARPT-TOWER: Effect April 29, hours of opers 0500 - 2100. (4-10)

BLUE CANYON, #13, SFO-SLC: Closed durg winter months. (12-21)

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. About May 1, VOR will be shut down until approx July 1. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz; V-135 Needles to Yuma, Ariz. (4-12)

**BORREGO VALLEY-SAN DIEGO COUNTY ARPT: 140' lgtd microwave twr erected 1000 ft. NW of W end of the E-W rnwy and approx 2½ mi E at lat 33 -15 -48 , long 116-19-46.(4-6)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CORNING ARPT: Reopened. Fuel: F2. (4-9)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at

CALIFORNIA: 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. (10-28)

FULLERTON ARPT: Attended daylight hrs only. (4-12)

FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy clsd to all operns-mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution. (4-3)

KLAMATH-McBETH ARPT: Closed. (1-3)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25)

**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21) No fuel servicing avail. for civil acft 2400-0600. (11-1) N 800' apch end rnwy 16L perm closed. (1-23)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (6-4)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. One thousand on top flgt will NOT be controlled by this sector. All military acft operg at specific alts should contact the Los Angeles ARTC Center on 301.4 mc as soon as possible after departure from within the Los Angeles Control area or after entering the area inbound. (3-12)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme cau tion when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

MODESTO-RADIO: Mar 20, VOR shut down until approx May 20 - modernization. (3-20)

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. UHF/DF steers unreliable below 7,000' within 10 of stn. (4-24) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area.(9-30)

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. About May 1, VOR will be shut down until approx June 1. (2-8)

**ONTARIO INTERNATIONAL ARPT: Make turns on or off taxiway south side runway 7-25 at intersections only. Engine runups in take-off position runway 7-25 prohibited less than 200' from ends of runway as marked by yellow paint lines either side. Hi-intensity runway lights operate runway 7-25. (4-27)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

**OXNARD-VENTURA COUNTY ARPT: 160' lgtd derrick erected 700 ft N center of arpt.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

CALIFORNIA: PASO ROBLES-RADIO: DME coverage 220°-235°,35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

**PLACERVILLE-EL DORADO COUNTY ARPT: Formerly carried as Placerville Mun Arpt.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable. (1-3)

**RAVENDALE ARPT: Correct lat and long: 40-48-15, 120-22-00. Elevation: 5300'. (4-16)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'. Apr 19, VOR shut down until approx June 1, freq will be changed to 115.7 mc. During shut-down, the current Victor arwys may be used as direct routes using Red Bluff LFR, provided acft are equipped with ADF. MEAs remain the same as currently estab on Victor Arwys.

RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

SACRAMENTO-RADIO: Disregard spurious signals and interruptions in service of voice commun INSACS and twr until approx April 30-modernization. (3-30) About May 15, VOR will be shut down until approx July 15-modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip. with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200;V-195 Rio intersection to Williams;V-6 Rio intersection to Reno·V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (4-16)

SACRAMENTO ARPT-TOWER: Voice on ILS freq 110.3 mc out of service. (4-27) FLD: Twr tfc operg in SW quad should exercise caution acct extensive simulated inst apchs including jets VFR weather actual apchs IFR weather. (4-2)

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi.

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (10-25)

★SAN DIEGO-LINDBERGH FLD-TOWER: April 20, trans & rcvr 348.6 mc cmsnd. FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

★SAN FRANCISCO-RADIO: June 25, 1955, ctl of all domestic air/ground voice freqs including VOR and LF ranges was transferred to Oakland INSACS. Acft calling San Francisco will receive reply from Oakland using San Francisco as the ident. Pilot briefing and other services at San Francisco remain unchanged. (6-27-55) DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260° not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)

**SANTA MARIA-PUBLIC ARPT: Unicom. (4-23)

SANTA MONICA-RADIO: TVOR radials 030°,075°,210°,260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi at; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100-150° at 6000'; 105° thru S and W to 305° over water not checked.

**VICTORVILLE-CIRCLE M RANCH ARPT: Abandoned. (4-10)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° - 045°, below 15,000'.

COLORADO: COLORADO SPRINGS-PETERSON FLD: Bcn inop. Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (3-28)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Heavy air tfc N and E due to extensive instrument training. Flashing amber light in segmented circle indicates right hand tfc. Two-way rdo rqrd capable of communicating with twr.

EADS ARPT: Emergency only - rough. (4-20)

GRAND JUNCTION-RADIO: Soon, ILS glide slope will be shut down approx June 8. (2-29) About May 7, lclzr will be shut down until approx May 14. (3-23)

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

THURMAN-RADIO: About May 21, VOR will be shut down until approx June 21. During this period the following arwys will be affected: V-4 Denver to Goodland direct MEA 11,000'. The following arwys will not be usable: V-4N Thurman to Goodland; V-148 Thurman to Imperial. (4-13)

CONNECTICUT: **GROTON-TRUMBULL ARPT: Unicom. (3-26)

**MERIDEN ARPT: Unicom. (3-26)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WAREHOUSE POINT-SKYLARK ARPK: Caution - const N side. (3-26)

★WILTON-RADIO: Class changed to BVOR-DTXV. (4-19) VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equipon fld. Extensive glider activity weekends and evenings.

WILMINGTON-NEW CASTLE CO. ARPT-TOWER: About May 25, twr freq qill be changed to 278 kc. (4-20)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution - dynamiting daily, hvy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes- surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo required. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: PAR and VHF/DF shut down. (3-29) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Aircraft carrying VIP and officers above rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights.(CG logistic flights not hangared at Washington National Arpt require prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director, CG and Navy acft taxi to MATS term N of Admin Bldg.

FLORIDA: **BANANA RIVER-PATRICK AFB: Effect. April 17, Warning Area (W-497A) is amended by deleting that portion north of a line between points at lat 29°02'00'', long. 79°19'00'', and lat. 30°00' 00'', long. 77°13'00''.

BARTOW AIR BASE: AF primary Contract School closed Saturday, Sunday, Holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Saturdays and Sundays must be obtained before 1500 Friday. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day. (2-10)

**CRESTVIEW ARPT: 205'(235'MSL) lgtd rdo twr erected 22 n mi S (190°T) at lat 30-25-26, long. 86-38-22. (4-14)

FLORIDA: DAYTONA BEACH-RADIO-SPECIAL NOTICE: Due temporary shut down Daytona Beach, VOR temporary MEA V-3 from Vero Beach to Jacksonville 6500';V-152 Orlando to over Daytona Beach published MEA adequate. Other airways predicated on Daytona Beach VOR unusable. Restoration of Daytona Beach VOR will cancel this notam.

DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28)

**FERANDINA: Effect. April 17, Warning Area W-157A established: Name:Ferandina, Fla.; Description: Beginning at lat 32-00, long. 78-26; to lat 32-00, long. 77-30; to lat 30-39, long.77-30; to lat 30-37, long. 78-45. to point of beginning excluding that portion over lapping Control Areas 1152 and 1153. Activities: Airborne early warning training. Time of Use: Continuous, VFR weather conditions only. Altitude: Surface to unlimited. Controlling Agency: C.O.NAS, Glynco, Ga.

FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends. (2-14)

**HOLLYWOOD-NORTH PERRY ARPT: 991' (997'MSL) lgtd TV twr erected 2.6 n mi SE (145° T) at lat 25-57-49, long. 80-12-44. (4-25)

HOMESTEAD-RADIO: Hvy tfc E and W courses LFR 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB. (11-23)

HOMESTEAD ARPT: About May 5, fld will be abandoned. (2-28)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

**JACKSONVILLE-IMESON ARPT: 994'(995'MSL) lgtd TV twr erected 7 n mi SSW (195°T) at lat 30-18-46, long. 81-38-59. (4-25) Rnwy 18L-36R clsd to jet acft.

KEY WEST-INTERNATIONAL ARPT: Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out; if unable ctc twr, ctc Key West rdo. Caution - const 800' ext to apch end rnwy 8. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only -due to condition of rnwys. Lndg fee for cargo or charter acft only. Flare pots only lgtg available by prior req. Extra fee. (4-15) Rnwys 29 and 34 clsd for take-offs. (4-5)

LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar. (1-19)

★MARIANNA-RADIO: Apr 17, VOR shut down until approx June 19. During shutdown the following MEAs are estab: V-22 Crestview to over Marianna 5000'. V-7 Tallahassee to Dothan, Ala., using Dothan TVOR 1500'. V-7W Gantt, Ala., to Marianna and V-22 N Marianna to Calvary unusable. Calls on UHF will be answered on 275kc or VHF freqs. (4-17) Trans 255.4 mc cmsnd. (4-19)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day.

**MAYPORT: Effect. April 17, Warning Area (W-158A) is established: Name: Mayport, Fla. Description: beginning at lat 30-12, long. 78-54; to lat 30-07, long. 78-00; to lat 29-39, long. 78-00; to lat 29-02, long. 78-19 to point of beginning. Activities: Air and surface activities for carrier operns, anti-submarine opern and inter-ship and acft operns. Time of Use: Activated upon publication of NOTAMS. Altitude: Surface to unlimited. Controlling Agency: COMFAIR, Jacksonville, Fla.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. (12-6) Taxiway entrance to SW corner USAF ramp clsd. (1-17)

OR: 'NDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Area. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

★ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT-TOWER: CI twr opers: 0900-1700. (4-12)

ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Rnwy alighting area 13-31 const in progress intsxn 17-35 and 9-27. Use extreme caution. (4-9)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

★TAMIAMI-RADIO: April 19, H fac cmsnd. Freq: 375 kc. Ident: TMT. Lctd lat 25-50-06, long. 80-54-36. Class: MHW. (4-24)

TAMPA-RADIO: VOR courses 95°-105° unusable. About May 4, ident Harbor FM will be changed from four dashes to dot dash. (4-9)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WEST PALM BEACH-RADIO: About June 16, VOR will be shut down until approx Aug 18.

WINTER HAVEN-GILBERT FIELD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing rnwys after normal operg hours and week ends.

GEORGIA: ALBANY-RADIO: VOR radials 220°-270° and 310°-330° unusable acct excessive course errors. (4-10)

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

★ALMA RADIO: April 17, trans 255.4 mc cmsnd. DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000'; on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT-TOWER: ASR-PAR shut down - modernization. (3-10) FLD; Acft arriving airport make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)

ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy - caution. (9-13)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)

★LA GRANGE-RADIO: Apr 16, trans 255.4 mc cmsnd. (4-16) VOR flgt-checked on arwys radials only.

MACON-RADIO: VOR/DME shut down. During shutdown, MEA Albany VOR to Augusta via V-35 and V-56 is 7,500'; MEA Albany VOR to Madison intersection via V-35 is 7,500' All other Arwys utilizing Macon VOR unusable. (4-27)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

ROYSTON RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. About June 16, VOR will be shut down until approx Aug. 18. (4-26)

**SANDERSVILLE-WASHINGTON COUNTY ARPT: 154' lgtd twr erected 5 n mi W (270°T) at lat 32-58-23, long. 82-48-34. (4-20)

**STATESBORO ARPT: Elevation: 182'.(4-16)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE & NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

DIXIE USFS ARPT: Closed - const. (9-16)

**GOODING ARPT: Excavation 30' wide, 15' deep, 135' to 165' NW of NW end of rnwy 12-30, mrkd by red flags 135'to 165' extending 36" above ground on SE edge of rnwy 30. Men and equipment operg vicinity. (4-4)

KELLOGG-SHOSHONE COUNTY ARPT: Fld lgtg inop, xcpt prior req. (11-19)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL BCN SITE #10, SLC-PDT: Inop. (2-23)

TWIN FALLS-RADIO: VOR coverage 115°-150°, 30 n mi at min terrain clearance alt.

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" abv grnd on SE edge of excavation paralleling rnwy. Men & equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft. MSL.

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and mltiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BENTON ARPT: Caution - new N/S rnwy under const. (9-9)

BRADFORD-RADIO: H fac useable dist 20-25 s mi. (3-1)

**CHICAGO: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft. south of Glenview Naval Air Station. (1-31)

★CHICAGO-RADIO: Multiples on NW course LF rng. April 30, LF rng ident changed to : MDW. (2-8)

★CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: Trans/rcvr 123.7, 123.9, 124.7 mc cmsnd. (4-20)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.

★CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5° 10°, 35°-40°, 145°- 155°, 255°- 265°, 335° - 348°. (2-8) ILS back course erratic. April 30, TVOR and ILS lclzr ident will be changed to: MDW; LOM to MD; LMM to DW. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking on taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31 L. (3-16) FLD: 250' (842' MSL) lgtd smoke stack being erected 9.6 n mi (123°T) at lat 41-41-18, long 87-33-43.

CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100'N rnwy 9-27, 800'SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, & terminal gates 1, 2 & s. Rnwy 14-32 clsd, const. All inbound acft equip. with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6mc if UHF equip. regardless of wea. Lndgs & take-offs prohibited unless acft equip. with functioning rdo capable of two-way direct commun with ctl twr. (4-27)

DANVILLE-VERMILLION COUNTY ARPT: Caution - const on taxiway strip adj to Rnwy 3-21. NW/SE sod strip closed to all operns. (5-12)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (11-18)

ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)

FAIRFIELD ARPT: Closed - const. (9-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (7-5)

**LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41°-50'-00, long 88°-02'-30". (4-12)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

ILLINOIS: PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

**QUINCY-BALDWIN ARPT: Rnwy flood lgts perm. decommissioned. (4-17)

ROCK FALLS ARPT: Men, equip on E side fld durg day lgt hrs - construction. (5-28)

**SPRINGFIELD-CAPITAL ARPT: Men and equip on fld durg daylgt hrs. (12-8) 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22. (3-7)

**STERLING ARPT: Abandoned. (4-27)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

AUBURN ARPT: A 910' (1780' MSL) lgtd TV twr being erected 3 n mi SSE (167°T) at lat 41-19-59, long 85-03-07. (4-4)

★BUNKER HILL AFB-RADIO: USAF H fac freq 281 kc, ident: BH. Lctd at fld. Class: MHW

CAMP ATTERBURY: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)

DYER-TRIANGLE ARPT: E/W Strip clsd - const. Turf-soft (2-28)

ELKHART ARPT: N/S rnwy usable at pilots' discretion. (8-22)

EVANSVILLE-DRESS MEMORIAL ARPT: The tetrahedron tfc direction indicator perm. withdrawn. Soon a lgtd wind cone will be provided on hangar S of terminal bldg on W side of arpt. (4-6) On May 7 rnwy 3-21 will be clsd for repairs. (4-24)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.

GARY MUN. ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest centerline of rnwy 2 will be 43' (633' MSL). (1-5)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENSBURG ARPT: Regrading and seeding N/S rnwy. Use E half only. (11-9)

HUNTINGTON ARPT: Closed all operns - due soft fld. (3-18)

INDIANAPOLIS: Effect. May 1 thru May 31, acft flying locally in vcnty of Indianapolis Speedway shall maintain an altitude of at least 1500' make all turns to the left and maintain a distance horizontally from boundary of speedway of at least 2000'. (4-22)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S Rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W Rnwy. One VORW on 112.9 mc testing intermittently. Mar 19, en route radar control provided in vicinity of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility identified as Rockville Control. Primary trans & recvg: 125.3. 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (3-13)

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft rqrd to have rdo rcvr . Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engined acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. All acft equipped with multiple rdo freq arriving at arpt are requested to make initial contact with apch ctl on 118.1 mc to obtain wind and rnwy information.

LAFAYETTE-RADIO: Severe roughness and scalloping VOR radials 100° clockwise 170°. (1-18) About May 31, VOR will be decmsnd and recmsnd at lat 40-29-07, long. 87-00-37. Freq will be changed to 112.0 mc. Monitoring category (I). Class: BVOR. (3-26)

INDIANA: LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the Restricted Area approx 4.3 n mi N have been reported Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**PLYMOUTH ARPT: 135' lgtd water twr erected 1/2 n mile E. (4-22)

ROCKVILLE-RADAR: En route radar control provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio. (3-13)

★SOUTH BEND-ST JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touch down point. Effective April 29, twr hrs opern will be: 0630-2230. (4-13) April 23, trans and rcvr ** 257.8 mc cmsnd. FLD: 2230-0630 daily rnwy lgts avail. on req thru South Bend Radio.

TILDEN-RADIO: See Indianapolis, Ind.

**W. LAFAYETTE-PURDUE UNIVERSITY ARPT: Elevation - 610'. (4-16)

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N lat 40-46-27, S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON-RADIO: About May 28, VOR/DME will be shut down until approx June 28.

DAVENPORT MUN ARPT: E/W strip under const. (2-2)

**DENISON ARPT: Unicom. (4-18)

DES MOINES-RADIO: April 24, VOR/DME shut down until approx May 15. (4-27)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

**ELKADER-MEYER ARPT: NW/SE rnwy perm clsd-plowed up. (4-30)

**ESTERVILLE ARPT: Unicom. (4-18)

**MARSHALLTOWN-NIEDERHAUSER ARPT: Unicom. (4-18)

**MUSCATINE ARPT: Unicom. (4-18)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120 ft wide. (10-25)

★OTTUMWA RADIO: Trans 122.2 mc cmsnd. (4-24)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)

★SIOUX CITY ARPT-TOWER: April 25, trans and rcvr 348.6 mc cmsnd. FLD: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**SPENCER ARPT: Unicom. (4-18)

WASHINGTON ARPT: Const on rnwys. Land either side new graded strips. Use caution.

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system. E/W rnwy clsd. (1-24)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' - 15' above ground and surrounding arpt.

CALDWELL ARPT: About June 15, work will start on erection of a 278' (1421' MSL) lgtd rdo twr 13.1 n mi E (102°T) at lat 37-00-00, long. 97-19-05. (4-3)

COFFEYVILLE-McGUGIN FLD: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: About June 5, work will start on erection of a 265' (2879' MSL) radio twr 2.5 n mi WSW (262°T) at lat 37-45-57, long. 100-01-55. (4-3)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28)

GARDEN CITY-NEW GARDEN CITY ARPT: Const of 40' poles 1700' NE of NE/SW rnwy at lat 37-55-00, long. 100-43-00 - partially lighted, unmarked. (2-6)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-radio-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equipment near rnwys, days. (4-25)

GREENSBRUG ARPT: About May 20, work will start on erection of a 265' (2680'MSL) lgtd rdo twr 9.9 n mi WSW (246°T) at lat 37-32-24, long. 99-29-02.

KANSAS CITY-FAIRFAX FLD: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. , area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15 thence SE along Missouri River to long. 94-46. This area is in use da ily when ceiling and visibility exceed 4000' and .5 mi between 2500 and 5500 ft MSL. (4-17)

KANSAS: LIBERAL ARPT: About May 20, work will start on erection of a 240' (3135'MSL) lighted rdo twr 4.1 n mi NNE (350°T) at lat 37-06-47, long. 100-54-34. (4-3)

MEDICINE LODGE ARPT: About June 1, work will start on erection of a 278' (2065'MSL) lighted rdo twr 8.5 n mi NE (47°T) at lat 37-21-21, long. 98-25-40. (4-3)

NEWTON - 81 ARPT: Restricted services due to by-pass road const on N end of fld, with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40'W of rnwy. All lndgs at pilot's risk. (9-6)

OLATHE: Effective May 31, Caution Area C-198 is amended as follows: Bounded on the N by lat 38-12, on the E by Victor 161, on the S by Red civil airway 105, and on the W by Amber 4.

**OSAWATOMIE-PAOLA ARPT: 220' (1220'MSL) lgtd mobile radiotelephone service antenna erected 5 n mi E (88°T) at lat 38-32-47, long. 94-49-29. (4-21)

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: About May 6, work will start on erection of a 228' (2294'MSL) lgtd rdo twr 11 n mi SW (229°T) at lat 37-34-33, long. 98-55-36. (4-3)

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 marked. (3-13)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**SUBLETTE ARPT: About June 5, const on 240' (3159'MSL) lgtd rdo twr lctd 2 n mi SW (232°T) at lat 37-28-26, long. 100-51-09. (4-3)

TOPEKA-RADIO: About May 28, VOR/DME will be shut down until approx June 18. (4-10)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Extreme caution - temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr. Use rnwys only. (4-23)

WICHITA ARPT: A concrete plant top structure 50' AGL and 100' (1417' MSL) antenna twr erected 3100' N of N end rnwy 1-19, mrkd, lgtd. 128' lgtd steel water tank erected 0.4 n mi ESE of SE corner of arpt; Mowing equipment on fld-days. Dirt pile 2' high 25' N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete area. Sod areas unsafe. (3-28)

WICHITA-BEECH ARPT: Bldg const. W side of fld. N half NW/SE rnwy clsd. Equipment on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnel twr on 122.5 mc - listen 126.18 mc. Non-radio equipped acft must first obtain tfc pat. information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc, or range voice channels. (8-20)

KENTUCKY: BOWLING GREEN RADIO: About May 28, VOR/DME will be shut down until approximately June 15 - modernization. Freq. change from 116.1 mc to 116.2 mc. (3-26)

CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev.: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenbrug, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

**LOUISVILLE: Effect. Mar 29, a 60-inch searchlgt installed on the roof of the Commonwealth Life Insurance Company located at lat 38-14-46, long. 85-45-31. This searchlight bcn revolves at 1 rpm and is tilted upward 1° from the horizontal. A 300 millimeter electric hazard beacon is installed on the top of the unit and an additional 1000 watt searchlight is directed toward Standiford Field. The 60-inch beacon burns from dusk until midnight whereas the hazard beacon and directional course light operates from dusk until dawn. (4-5)

KENTUCKY: ✱LOUISVILLE-BOWMAN FLD-TOWER: April 29 hours of operation 0600 hr-2200. FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD FLD-TOWER: About May 10, ILS glide slope will be shut-down. All other components will remain in opern. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1.(12-22). About May 10, rnwy 1-19 will be clsd, apch lgt sys shutdown for runway extension. Const equip. on fld. Due to limited servicing and parking facilities, acft having gross weight of less than 30,000 lbs use Bowman Fld, May 3 thru May 5.

PADUCAH-RADIO: VOR has moderate bends in NE quad.

PERRY PARK ARPT: Closed - construction.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°.

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. About June 6, VOR will be shut down until approx July 6.

✱ BATON ROUGE-RADIO: April 16, trans 255.4 mc cmsnd.

★ BATON ROUGE-RYAN ARPT-TOWER: April 16, trans and rcvr 257.8 mc cmsnd. FLD: Narrow open ditches both sides Rnwy 13-31 outside of Rnwy lgts.

BOGALUSA ARPT: 400' of W end E/W rnwy unusable-const.

BOSSIER CITY-RAINBOW ARPT: Closed.

LAKE CHARLES-RADIO: VOR shut down-severe scalloping and bends.

MINDEN MUN ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'.

MINDEN-WEBSTER ARPT: New fld. under construction. Lctd: 1 mi NW; lat-32-38, long. 93-18.

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. July 11, VOR will be shut down until approx August 11.

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable-severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

✱ NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n miles in connection with radar control. April 20, rcvr 122.7 mc cmsnd. April 10 LMM freq 201 kc, Ident: SY. About May 15, ASR will be shut down until approx July 15.

** FLD: Lgtd 149' water tank erected approx 3800 ft. NE. Lgtd water tank erected 5 and one half miles E. Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders.

PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised-const, mrkd.

RUSTON ARPT: Const on rnwy extensions S end of fld.

SHREVEPORT-RADAR APPROACH CONTROL CENTER: About May 11, RAPCON will be cmsnd. Trans & rcvng freqs: 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 121.5, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8 and 289.4. Rcvg freqs only: 3023.5 kc, & 122.5 mcs.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.

** SHREVEPORT-DOWNTOWN ARPT: 309'(584' MSL) lgtd rdo twr erected 5.9 n mi WNW (305°T) at lat 32-35-04, long 93-50-42.

WELSH ARPT: E/W rnwy closed nights. Beacon inoperative.

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

** MILLINOCKET ARPT: Lgts rnwy 11-29 perm discontd. Rnwy lgts 16-34 inop. Apron clsd xcpt to lgt acft-thaw. Use rnwys only.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip crossing rnwy.

MAINE: PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. About May 14, VOR will be shut down until approx May 25-modification.

★ BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: April 26, trans and rcvr 360.8 mc cmsnd.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500';245°-330° at 3500';300°-350° at 2000'; 350°-15° at 3000'.

CHESAPEAKE BAY: April 16 thru May 31-1 hr before sunrise to 1 hr after sunset daily, ten moored kite balloons Chesapeake Bay Restricted area R-35. Vicinity lat 38-40 North long. 76-32 West to 2000'.

CUMBERLAND ARPT: Closed May 18, 12:30PM until May 21, 8:00AM-stock car races.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Airway, temp. rescinded.

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked mil acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W of E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. 60' temp tower erected 1600' N in the apch of N/S rnwy, lgtd.

LAYTONSVILLE-DAVIS ARPT: Const-extending runway 900' at ENE end.

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable; Point Lookout FM on SE crs. operg gnd-check only, awaiting flgt-check.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to NE at lower alts.

SALISBURY-DELMARVA ARPT: Closed to all commercial operations. Will operate as private arpt only. Lndgs made with prior permission only.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.

BEDFORD-RADIO: Precise rcvr tuning required in NW quad HW fac acct potential interference from Chicopee LF range.

BOSTON-RADIO: VOR coverage 26 nautical miles at minimum en route altitude in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and localizer shut down.

BOSTON-LOGAN ARPT: Obstruction lights on 174' stack 1.3 nautical miles WSW inoperative. Due to non-visibility twr unable to control traffic on apron between radar tower and National Guard Hangar. South hangar area West of station 23 restricted to aircraft 80,000 lbs or less. Take-offs on northeasterly direction runway 4L and landings in southwesterly direction runway 22R restricted to aircraft of 12,500 lbs or less. Turboprop and turbojet aircraft landings and take-offs runway 4L-22R and turboprop and turbojet take-offs runway 33 prohibited. Caution - construction 140' control tower located Terminal Building area 2000' from centerline runway 15 and 1750' from centerline runway 4L,lighted. Use marked hard surface runways and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adjacent to landing areas. All runway widths should be corrected to indicate a usable width of 210' with elevated runway lights 10' from the usable runway edge. Lead-in lighting system runway 4R consists of green threshold lights located 2502 feet NE of the SW end of runway 4R and bar lights of alternating red and white units spaced at 100 feet intervals on the extended runway centerline extending from 42 feet to 1100 feet SW of end of runway 45. Cluster of 6 alternate red and white bar lights located at the 1100 ft point. All bar type lights present predominately red indication. Standard runway lights between threshold lights and bar lights. Brightness of lights is determined by prevailing weather conditions and is controlled by tower.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 nautical miles.

FALMOUTH-CONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 miles or less. Heavy jet operations vicinity Otis AFB. Contact Otis RAPCON on 122.5 megacycles; listen 126.18 megacycles prior entering Otis RAPCON area.

MASSACHUSETTS: NANTUCKET MRMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail durg drizzle.
NORWOOD-MEMORIAL ARPT: Rnwy lgts inop.
REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)
WESTOVER-RADIO: Precise receiver tuning required in vicinity Gardner intersection acct potential interference between Chicopee LF rng and Bedford MHW. (12-8)
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (11-11)
BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)
BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg only. (11-1)
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
**CHESANING ARPT: Lgtd bldg with 16' chimney being erected 180' N at lat 43-00, long. 84-08.
CLIO-WESTPORT ARPT: Closed - due to thaw. (3-13)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 400' rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. for lgt acft only. (5-24)
★DETROIT-WILLOW RUN ARPT-TOWER: Frequency 137.88 mc changed to 126.18 mc. Effect. May 1, all inbound acft, if equipped with 121.3 mc and/or 124.9 mc will make their initial contact with apch ctl. The lndg rnwy, wind, altimeter setting, and visual reporting point to contact the twr will be issued by apch ctl. Acft apchg from an easterly direction use 124.9 mc; acft apchg from westerly direction use 121.3 mc. (4-24) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: E/W strip clsd durg winter months. (1-12)
FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)
GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under const - clsd. (11-22)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. (11-28) Overrun S end rnwy 18L-36R clsd all tfc. (11-29)
GRAYLING-McNAMARA ARPT: In event of snow 24 hr notice by telephone rqrd to insure plowed rnwy. (1-18)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake, under const. (9-16)
IONIA COUNTY ARPT: Clsd to wheeled acft operns. (3-1)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side of fld E of apron. A processing seed plant 65' (910) MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd, from mrkrs to SE, mrkd, lgtd. Const E/W taxiway. Men, equip. on fld.
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank.
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd. (2-27)
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Fld clsd to wheeled acft. Snow plow available only in emerg. (1-30)
MICHIGAN: ST. IGNACE-MACKINAC COUNTY ARPT: Fld open to ski-equipped acft only.
SOUTH BRANCH-TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled acft.
STURGIS-KIRSCH ARPT: Const on intsxns to both ends NE/SW paved rnwy, mrkd. (12-1)
WAYLAND ARPT: Closed - due snow.
WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution. (9-22)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3) About May 1, VOR will be shut down until approx June 30.
BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (4-4)
BENSON ARPT: New fld under const. - clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39. (4-4)
CLARISSA ARPT: New fld under const - clsd all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
★DULUTH-RADIO: April 12, trans & rcvr 126.18 mc cmsnd. VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (4-12)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.
ISLE ARPT: New arpt under const. - clsd all operns. Lctd 0.5 mi N at lat 46-06, long. 93-27-42. NW/SE strip 2450' x 180'. (4-4)
MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n mi in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
OWATONNA ARPT: Unsafe for acft over 12,500 pounds. Sodded areas soft - unusable. (4-6)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat in use. Three acft in pat - one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)
JACKSON-RADIO: About June 6, VOR will be shut down until approx July 6, (4-26)
McCOMB-PIKE COUNTY ARPT 8C, MSY-STL: ENE/WSW lndg strip clsd - reseeding.
MISSOURI: DEXTER ARPT - SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
FARMINGTON-RADIO: April 16, VOR/DME shut down until approx May 4. (4-30)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down. (1-30)
JOPLIN ARPT: NW/SE rnwy clsd - const. (2-29)
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
★KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Feb 14, trans and rcvr 120.7, 125.1 mc cmsnd. (4-26)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 closed. Sod areas restricted, use taxiways. Caution - men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc twr for wind, rnwy & pertinent tfc info prior entering Kansas City control zone. (4-24) 55' (976' MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08, long. 94-35. (11-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty.
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700 - 2400 Mon- Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (4-20)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL. (12-20)

MISSOURI: ST. LOUIS-LAMBERT FLD: Const on first 1500' both sides of rnwys 12 and 30. Men and equip. on apch end rnwy 24 daylgt hrs only. Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys, apchs rough and unusable. Grass area closed. (4-12)

ST. LOUIS-PARKS METROPOLITAN ARPT: Starting Apr 22, every 2nd and 4th Sunday of the month, all rnwys excpt 8 and 26 clsd daylgt hrs - mrkd. Aerobatic area for student training: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft MSL. (4-19)

ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

VICHY-RADIO: About May 14, VOR/DME will be shut down until approx June 4. (4-10)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BILLINGS-RADIO: May 1, VOR/DME ... shut down until approx June 1. During this period, following arwys will not be usable: V-2 Livingston to Miles City; V-19 Sheridan, Wyoming to Forest Grove, Mont. (4-15)

BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)

BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

BUTTE ARPT: Open flagged trenches adj rnwy 15-33. Rnwy 2-20 lgtd inop clsd ngt air carrier operns only. (3-28)

★CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain. Apr 23, trans 255.4 mc cmsnd.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

GREAT FALLS ARPT: Rnwy 11-29 restricted to acft of 30,000 lbs or less- frost cracks.

★HELENA-RADIO: Apr 20, trans & recvr 243.0 mc & 255.4 mc cmsnd. VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

**HELENA ARPT: Following gross weight restrictions in effect: Rnwys 5/23 and 7/25, 30,000 lbs; rnwy 11/29, 70,000 lbs. (4-12)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwy 25 and 29 and first 200' of rnwys 25 and 29 closed to acft of gross wt. over 20,000 lbs. (4-3) Rnwys 7-25 and 2-20 restricted to 25,200 lbs wt limit. (4-12)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23) Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

NEBRASKA: LINCOLN-RADIO: ILS glide slope shut down until approx May 25 - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (4-25)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips. Caution.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

**SIDNEY ARPT: 289' (4576' MSL) lgtd steel twr erected 6 n mi N(353°T) at lat 41-11-30, long 102-59-34. (4-17)

WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS RADIO: About June 4, the Crystal FM will be shut down until approx July 13- relocation. During this period the MEA will be affected as follows: V8 V21 Mormon Mesa-Las Vegas MEA 8000'; Amber 2 Enterprise Las Vegas MEA 10,000'. (4-17)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

NEEDLE PEAK BCN SITE #32, SFO-SLC: Inoperative.

**PAHRUMP VALLEY-HIDDEN HILLS ARPT: Type: Limited. No fuel. (4-20)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

★RENO ARPT-TOWER: Trans and rcvr 126.18 mc has been changed to 137.88 mc. (4-20)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain. (7-25)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30n mi at 12,000'.

★TONOPAH-RADIO: April 20, trans & rcvr 255.4 mc & 243.0 mc cmsnd.

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel.Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

LEBANON ARPT: No snow-removal from rnwy 7-25. (2-1)

NASHUA-BOIRE FLD: Caution-banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution - men, equip on fld during construction of new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc.

BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

NEW JERSEY: KEYPORT—WALLING FLD:
MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)
MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idelwild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Taxiway from Bldg 1 to NE taxiway clsd, mrkd, lgtd. New taxiway N parallel to rnwy 11-29 from Terminal Bldg to apch rnwy 11 open, mrkd, lgtd. New bridge 275' high, 1000' S L.V. RR completed. Floodlighted Calco stack being dismantled. Hangar construction lctd 600 ft. N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark arpt.
OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
**PATERSON-MURCHIO ARPT: Fld closed - moving to Morristown Arpt., N.J. (3-13)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
ROBBINSVILLE-TRENTON ARPT: Parachute jumping being conducted immediate vicinity at an altitude of 6500' daily between hours of 0430E and 2000E, weather permitting, from April 14 to May 15, 1956, incl. (4-13)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager. (10-18)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
★TRENTON-MERCER COUNTY ARPT-TOWER: Twr hrs opern. Mon thru Fri 0700-2200; Sat 0700-1600; Sun 1030-2030. (4-23) FLD: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only. (2-8)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: ILS glide slope unusable from MM to touch-down. (4-2)
★CARLSBAD-RADIO: Apr 18, VOR fr eq changed to 116.3 mc. Tr 255.4, 243.0 & rcvr 243.0 mc cmsnd.
CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (3-14)
CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwys 8R-26L and 13-31 clsd to all operns. (3-20)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.
GALLUP: Demolition activities 9 s mi SE, Mon thru Fri, sunrise-sunset.
GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)
★LAS VEGAS-RADIO: April 23, trans 255.4 mc and trans & rcvr 243.0 mc cmsnd. VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO - RADIO: VOR radials usable 26 n mi.
ROSWELL-RADIO: April 24, VOR shut down until approx May 15 - modernization. (4-23)
★SANTA FE-RADIO: April 23, trans 255.4 mc & trans & rcvr 243.0 mc cmsnd. VOR radials restricted to Arwys only.

NEW MEXICO: ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6) April 17 VOR shut down.
BUFFALO ARPT: E/W and N/S rnwys perm clsd ngts.
**CROTON-CROTON-ON-HUDSON ARPT: Elev: 348'. (4-24)
**DANSVILLE ARPT: 180' (1200'MSL) lgtd microwave twr erected 13.5 n mi N (1.0°T) at lat 42-48-45, long. 77-43-40. (3-26)
★ELMIRA-RADIO: VOR has roughness in all quads. (9-4) April 26, trans & rcvr 243.0 mc cmsnd.
★ELMIRA ARPT-TOWER: Apr 19, trans & rcvr 257.8 mc & 243.0 mc cmsnd.
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturers' plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. (1-16) Fuel unavail. transient acft (4-5)
GOUVERNEUR ARPT: Clsd winter months. (12-18)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip on fld.
LAKE PLACID: Not a seaplane base. Do not land thereon.
**LINLITHGO-WEBBER ARPT: Elev: 172'. (4-24)
MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5)
MIDDLETOWN-RANDALL ARPT: Closed. (1-7)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200'MSL, weather premitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.
**NEW YORK CITY-SPECIAL NOTICE: Beginning the night of May 3 at 2000 and each night thereafter the Empire State Bldg searchlight beacons will operate until 0100 when the north, east and west lgts will be extinguished. South beacon pointing southward will remain on in fixed position until 15 minutes before sunrise. (4-27) Four 60-inch searchlight beacons showing clear have been installed on the Empire State Bldg at lat 40-44-50, long. 73-59-00. The beacons are powered by 2500 watt mercury arc lamps. One beacon will be installed on each side of the tower at the base of the mooring mast section, about 1140'MSL. The beacons will rotate horizontally, counterclockwise, at an angle of not less than 5° above horizontal and at a speed of 1 r.p.m. Except when each beacon approaches the building in its sweep, all of the beacons will point in the same direction at any given time. As each beacon approaches the building in turn, it will swing upward, be directed on the tower, and then swing downward back to its position 5° above horizontal. Thus, while two beacons are rotating in their nearly horizontal position, the other two will be in the midst of either an upward or downward sweep. The beacons will go on and off by means of a time clock with an astronomical dial. When the beacons are turned on, it will take approximately ten minutes for them to reach full strength. (4-12)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless aircraft equipped with two-way radio. Closed to fighter type aircraft. Closed military aircraft except on official business or flag rank or higher. Closed to motorless aircraft. Closed to jet propelled aircraft except prior permission of airport manager. Rnwy 1L-19R and 7L-25R permanent closed for landings and take-offs, both available for taxiing. Rolling surface conditions between southerly end runway 1R-19L and 7R-25L. Caution. Taxiway X, east of taxiway CC closed to aircraft movement. Use paved surfaces only. NATCC preferential runways system in effect. 185'MSL control tower - highest airport structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - aircraft running up on closed runways 7L-25R, S of intersection with runways 13L-31R. No through taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Construction in progress adjacent all paved surfaces. 150' cranes and heavy truck operations within airport boundary - marked. Runway 1R-19L closed - available taxiing only. (4-2) Taxiway H now in operation. (4-12)

NEW YORK: NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia Apch ctl on 119.9 mc regardless of weather. No UHF freqs avail. for twr contacts. FLD: Closed to fighter type acft. Clsd to all military acft xcpt those carrying high government officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike located 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning radio capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr, on ground ctl 121.7 mc. Clsd to jet propelled acft.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. N end N/S rnwy used for taxiing. Only NW/SE rnwy open to tfc. Shoulders on SE end NW/SE rnwy soft. No ngt flying permitted. (1-16)

NIAGARA FALLS ARPT-TOWER: About May 31, trans and rcvr 121.9 mc will be decmsnd and 121.7 mc cmsnd. Class: C (g.7). (3-29) FLD; Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const. (9-22)

OGDENSBURG ARPT: E/W rnwy closed - construction. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24) About June 4, VOR/DME will be shut down until approx June 11. Freq change from 112.9 mc to 116.7 mc. (4-13)

PLATTSBURGH MUNICIPAL ARPT: VFR traffic pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-radio equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-radio equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat. alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of Hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'. (5-10)

ROMULUS: Caution - heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, between 0730-1615, Mon - Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Rnwy 15-33 clsd. Due to non-visibility twr unable to ctl tfc apch end rnwy 10, National Guard ramp, and portions of taxiways serving rnwys 22 and 33. Caution - landing jet interceptor acft using tactical left hand pattern at 1878' MSL. (1-18)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800'.

UTICA-RADIO: About May 4, ILS will be cmsnd. Lclzr lctd 900' from NW end NW/SE rnwy 33. Lclzr freq 109.3 mc, ident: UCA, with voice. Apch bear.: 329°. Glide slope lctd 400' SW of centerline and 750' from apch end NW/SE rnwy 33. Freq 332 mc. MM lctd 3575' and OM lctd 4.41 mi from apch end rnwy. LMM freq 254 kc, ident: CA. About May 4, H fac will be cmsnd. Freq: 275 kc. Ident: UTI. Lctd lat 43-03-10, long. 75-15-53, 8.37 mi SE apch end rnwy 33. Elev.: 747'MSL. Class: MHW. (4-13)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA: **ALBEMARLE ARPT: 152' (657' MSL) lgtd rdo twr erected 1.5 n mi NE (52°T) at lat 35-21-38, long. 80-10-39. (4-16)

CHARLOTTE-DOUGLAS ARPT: During taxiway construction rnwy 11/29, N/S taxiway S of rnwy 5-23, and taxiways between rnwys 23 and 29 and between N/S taxiway and rnwy 29 closed to all operations. Abandoned 75' control tower 1000' E of rnwy 18-36 on SE side of arpt not obstruction lighted. (4-26)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.

NORTH CAROLINA: GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down until approx July 4 relctn. (3-8) Glide slope flyable to 20' above rnwy. No touchdown point. (4-27)

GREENVILLE-PITT-GREENVILLE ARPT: 1000' SE end NW/SE rnwy-closed, marked.

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student training within 25-mile radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air. Aviation Corp. Two-way radio required. (6-17)

★LUMBERTON RADIO: April 17, trans 255.4 mc cmsnd. (4-18)

NEW BERN-RADIO: VOR areas toward open water flight-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt.

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.

SALISBURY ARPT: Boundary lgts inoperative. (2-16)

**SOUTHERN PINES-PINEHURST-SOUTHERN PINES ARPT: Unicom. (4-19)

WILMINGTON-RADIO: VOR quad 65°-235° flight-checked to shoreline only. (3-9) About June 18, VOR will be shut down until approximately July 18. (4-26)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. (9-27) Open drainage ditch 1500' W of midfield intersection 60' from both sides rnwy 9-27. (4-4)

NORTH DAKOTA: **DEVILS LAKE-BELL ARPT: Abandoned. (4-25)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

MINOT-PORT O'MINOT ARPT: Several unmarked and unlighted 29' poles erected 1900' NW end of NW/SE rnwy. (9-1) 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy. (1-5)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 of 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio Acrobatic--camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Closed May 31 to Sept. 1, 1956 - construction. (4-12)

**CHARDON ARPT: Unicom. (8-20)

★CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. DME coverage 60°-150°, 35 n mi at min en route alt. About June 18, VOR/DME will be shut down until approx July 6 - modernization. Freq changed from 115.8 mc to 115.4 mc. (3-26) April 28, 338.6 mc cmsnd.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intersection. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution-men and equip. working on outer perimeter of ramp between 0800-1630, marked. Const. on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const. areas, flagged and lighted. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

★CLEVELAND-HOPKINS ARPT-TOWER: April 17, trans and rcvr 243.0 mc cmsnd. FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' const. derrick 1900' off apch and 900' left of centerline rnwy 5L-lighted. (3-22)

**CLEVELAND-LAKEFRONT SEAPLANE BASE: Open for season. (4-20)

COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35°-50° and 305°-325°. About June 4, LF rng will be shut down for about five days - use for Homing only. (4-24)

OHIO: **COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules -- Take offs: Rnwy 27-turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110°-as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take Offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000'MSL until on base leg or if a straight-in apch is used maintain 2,000'MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. (12-6)

DAYTON ARPT: No grass operns. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (4-9)

DAYTON-MONTGOMERY COUNTY ARPT: Men and equip on fld.

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'. LF rng unreliable. Usable for homing only.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Caution-grading on N side of E/W rnwy. Equip on fld. (7-17)

**HUDSON-MID CITY ARPT: 228' (1493'MSL) lgtd rdo twr erected 3.9 n mi WSW (257°T) at lat 41-12-57, long. 81-31-14. (4-2)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 110°. (3-28)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PORT CLINTON ARPT: Const S end N/S rnwy. Acft rqr approval before using sod area during wet wea acct soft, xcpt when frozen. Lgtd wind tee SW corner of arpt. (11-10)

PUT-IN-BAY ARPT: Closed. (1-31)

SPRINGFIELD ARPT: Caution-controlled jet tfc operg off fld. (9-29)

**TILTONSVILLE-SCOTT ARPT: Green code bcn perm discontd. (2-17)

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WOOSTER ARPT: NE/SW rnwy clsd-const. (12-3)

YOUNGSTOWN -RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260°, below 3000'; 270°-030° below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const-deep ditches 300' SE apch end

** rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630'E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BARTLESVILLE-PHILLIPS ARPT-TOWER: Soon, rcvr 122.5 mc will be decmsnd. (3-20)

DUNCAN-HALLIBURTON ARPT: Men and equip on fld.-Use caution.

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd.

GAGE ARPT, SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

McALESTER-RADIO: About June 16, VOR will be shut down until approx Aug 18. (4-26)

OKLAHOMA CITY-TULAKES ARPT: Lgtd drilling derrick erected 4.8 n mi S (172°T) at lat 35-27-00, long. 97-39-00. (3-23)

OKLAHOMA CITY-WILEY POST ARPT: N/S rnwy clsd. Only E/W rwny on S end of fld-open. (4-27)

PONCA CITY-RADIO: About May 7, VOR will be shutdown until approx May 28. Freq will be changed from 117.3 to 113.2 mc. (3-28)

RENFROW-SMYRCKA ARPT: About May 14, work will start on erection of a 240' (1569'MSL)

OKLAHOMA: lgtd rdo twr 6.9 n mi NW (302°T) at lat 37-02-36, long. 97-53-48. (4-3)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes. (11-30)

TULSA-RADIO: VOR radials 270° to 315° have severe bends for a radius of 5 mi out.

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. FLD: Rnwys 17R & 21R clsd for take-offs to all tactical type acft & all multi-engine acft exceeding 26,000 lbs take-off wt. Rnwy 3R-21L daylgt hrs only.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

**BEAVERMARSH, SITE 73, RIV-DLS: Open to all acft. (4-20)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE ARPK: Effective June 30 fld will be abandoned. Housing and street const adj SE end of rnwy. 45' unlgtd poles, 750' SSE end rnwy. (4-20)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N/S taxiway closed. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45'-caution-equip crossing rnwys. (8-1)

**LA GRANDE ARPT: 204' lgtd rdo twr erected 5.0 n mi NW (312°T) at lat 45-19-45, long. 118-04-00. (4-12)

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, const - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi 3000'.

**NEWBERG-SPORTSMAN ARPT: Unicom. (10-10)

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

**PORTLAND-TROH'S SKYPORT ARPT: Unicom. (10-10)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

SCAPPOOSE-COLUMBIA COUNTY ARPT: Drag races will be conducted May 13 and 27, June 10 and 24, July 8 and 22, August 5 and 19, Sept. 1, 2, and 3, Oct. 14. (4-6)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of field in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)

TROUTDALE ARPT: Use runways and taxiways only - sink holes developing in grass areas.

WARRENTON: Effective June 16 thru 30 inclusive a temp controlled firing area will be established: Name: Warrenton, Oregon: Description: North boundary: lat 46°10'04"; East boundary: long. 123°55'45"; South boundary: lat 46°01'00"; West boundary: long 124° 20'00". Altitude: Surface to 20,000' MSL. Time of Use: 0800-1700 daily. Activities: Drone operations, AAA firing. Controlling Agency: Oregon National Guard, Camp Clatsop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru north to 75° usable 26 nautical miles at minimum instrument altitude. DME coverage 290° -330°, 35 nautical miles at 4000 feet; 330° - 055°, 26 nautical miles at 4000'.

PENNSYLVANIA: ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

**ALTOONA-BLAIR COUNTY ARPT: 34' p-line erected 1400' S end of N/S rnwy in line with E bndry fld-unmrkd. (2-29) Unlgtd p-line erected from unlgtd hangar approx 250' NE of rnwy intsxn to bldg lctd approx 1000' NE of rnwy intsxn.

BRISTOL-3M AIRPORT: Caution - const equip. on S apch N/S rnwy-hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri., 0800-1700, N bndry - lat 40-01-00; S-lat 39-59-30;E-Long. 77-47-00;W-long. 77-49-00.

CLEARFIELD ARPT: Closed. (2-2)

DU BOIS ARPT: Closed. (6-10)

ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229' MSL. Class: BVOR. (4-13)

EMLENTON ARPT: Closed. (2-16)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.

ERIE - PORT ERIE ARPT-TOWER: All components of ILS, xcpt MM and LMM shut down indefinitely - rnwy const. Apch lgt lane will remain in opern. (12-1) FLD: Usable length NE-SW rnwy now 5000'. (4-13)

GETTYSBURG: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35-mrkd days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10. (2-2)

PHILIPSBURG-ALBERT ARPT: Caution - hvy equip. W of intsxn and N side E/W strip.

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. (10-28)

PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS glide slope shut down. (3-7) FLD: Rn-Rnwy 5-23,2500' x 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys & taxi strips. Two ft trenches lctd 5 to 30 ft from edges and ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consists of green bar lgts across rnwy at threshold and 13 red bar lgts spaced at approx 110' intervals along extended rnwy centerline starting from point 200' E of end of pavement & ending 1500' E of the end of pavement. (3-28) Lgts are variable in brightness and controlled by the Allegheny twr. Brightness settings are determined by prevailing wea conditions (4-10)

PENNSYLVANIA:

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28. (12-7)

READING-GENERAL SPAATZ FLD: Dut to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100° 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180° 215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. About May 7, VOR will be shut down until approx May 28 - modification. (1-5)

STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265° at min en route alt.

TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

TOWANDA ARPT: Closed - flooded. (3-8)

WARREN ARPT: Caution - unsafe due to flood. (3-21)

WASHINGTON ARPT: Clsd to transient acft.

WAYNESBURG-GREENE COUNTY ARPT: Rnwy lgts inop.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution - NW/SE strip under const.

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00. Effect. May 31, Warning Area W-132 will be amended as follows: Name: Charleston, S.C. Description: Beginning at lat 32-43, long. 79-48; thence to lat 32-20, long. 78-44-42; thence to lat 32-00, long. 78-51-12; thence to lat 32-00, long. 80-33; thence to lat 32-26, long. 80-18; thence along a line 3 n mi from and parallel to the coastline to the point of beginning. Altitude; Surface to unlimited. Time of Use; Continuous. Activities: Air-to-air and air to water gunnery. Controlling Agency: Com. Mine Force Atlantic Fleet, Charleston, S.C.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths (11-4) About June 16, VOR will be shut down until approx Aug 19. (4-26)

CHARLESTON-AFB MUN. ARPT: Rnwy 3-21 clsd. Hvy equip and const vcnty intersection rnwys 3-21 and 15-33. (4-9)

COLUMBIA ARPT-TOWER: Feb 10, operns transferred to mobile control tower unit lctd on ramp approx 175' N of and midway of a line parallel to rnwy 28. Voice on lclzr inop. FLD: Rnwy lgts not controllable from twr. Ramp area adj to mobile twr clsd, use taxiways only. Apch end of rnwy 23 not visible from mobile twr below 200'.

★FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. (4-10) April 18, trans 255.4 mc cmsnd.

GEORGETOWN-COUNTY ARPT: Bcn, obst, and all lndg area lgts inop. (10-21)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH-ARPT: Caution - men and equip paving intsxn. Acft not equipped with rdo land on W end of E/W rnwy beyond intsxn. N/S runway closed- under construction. (4-30)

NICHOLS ARPT: Caution - const. (2-24)

**ORANGEBURG ARPT: Bcn & rnwy lgts operg sunset -sunrise. (4-18)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.(3-20)

EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to posibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

**MARTIN-BENNETT COUNTY ARPT: Abandoned. (4-11)

SOUTH DAKOTA: MILLER ARPT: Open only to ski-equipped acft. (2-1)

★PHILIP-RADIO: April 26, trans 255.4 mc cmsnd.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

PIERRE ARPT: Rnwy 17-35 operation normal. (3-21)

RAPID CITY-RADIO: About May 3, VOR will be decmsnd and relctd to lat 43-58-34, long. 103-00-44. (3-26)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.

★SIOUX FALLS-FOSS FLD-TOWER: April 16, ILS lclzr ident changed from SUJ to FSD; LOM to FS, LMM to SD.

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. About May 7, VOR will be shut down until approx June 7. (4-9)

CROSSVILLE-RADIO: Mar 13, VOR shut down. During this period, the DME will also be out of service. V-51 from Chattanooga to Louisville, V-16 Nashville to Knoxville, V-16S Graham to Crossville, Tallassee, Rasar, Norris, Highway, Loudon, Sweetwater, Georgetown and Clinton Intersections will be unusable durg this period.

DYERSBURG ARPT: Rnwy lgts inop. (4-13)

GRAHAM-RADIO: About May 7, VOR will be shut down until approx June 7. (4-9)

★JACKSON-RADIO: April 5, VOR/DME cmsnd at new lctn. Apr 16, trans 255.4 mc cmsnd.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

★KNOXVILLE-McGHEE TYSON ARPT-TOWER: Apr 18, trans & rcvr 382.2 mc cmsnd.

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

★MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control. Trans and rcvr 291.6 mc cmsnd. (4-24)

NASHVILLE-RADIO: VOR courses 210°-250°, unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270°, 35 n mi at MEA. (12-16) About June 6, VOR will be shut down until approx July 6 - modernization. (4-25)

NASHVILLE-BERRY ARPT: Temp. 115' lgtd twr 2500'-3000' SE on centerline rnwy 15-33. (1-3)

TRI-CITY-RADIO: April 11, VOR/DME shut down until approx May 9. The following intersections re-established: Roan Mountain int 007° radial Asheville, N. C., VOR and SE course Tri-City LFR; Hilton int 327° bearing Tri-City LFR and 054° radial Knoxville VOR; Yuma int 290° bearing Tri-City LFR and 054° radial Knoxville VOR. (4-10)

TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping. (1-20)

ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE MUNICIPAL ARPT: Bndry lgts rnwy 13-31 inop.

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi. N.

AMARILLO-RADIO: About June 18, VOR will be shut down until approx July 18. (4-26)

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) About May 14, LOM will be shut down until approx June 8 for conversion to an MHW. Upon resumption, will be called Tradewind, freq 338 kc. Ident: TDW. Concurrent with cmsng of Tradewind MHW the St. Francis MHW will be perm decmsnd.

AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat - extensive jet opern all alt. (1-3) Neon apch lgt sys inop. Const SE corner of fld.

BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)

BEAUMONT-RADIO: April 3, VOR shut down approx April 30 - modernization. (4-9)

**BEEVILLE-TRAVLAND ARPT: Lat 28-25, long. 97-46. Elevation: 290'. (4-24)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

**BORGER-CLEARVIEW ARPT: 101' (3534' MSL) rdo twr erected 10.0 n mi SW (227° T) at lat 35-31-17, long. 101-38-22. (4-16)

TEXAS: BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.

CHILDRESS-RADIO: Mar 7, VOR shut down until approx May 7. When recmsnd, freq will be changed to 117.6 mc. (4-23)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.

**CONVERSE-HEDRICK ARPT: New fld. Type: P. Lat 29-30, long. 98-25. Lctn: 8.0 NE San Antonio. Elev: 750'. No. of rnwys: 1. Lngst rnwy & facs: 21-S5. Fuel: F3. Rems: Fence across north end. (3-21)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

★DALLAS-LOVE FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (3-16) ILS back course not usable for auto apch. (4-23)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)

DUMAS ARPT: New arpt, lctd 1.5 mi W of City with one paved NNE/SSW rnwy 4400' long, opened to tfc.

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 22, 26 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1)

FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)

★FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11) Effect. May 1, hrs of opern: 0600-2200.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset-within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.

HOUSTON-RADIO: VOR courses 120°-140° unusable acct scalloping and bends. (7-16)

**HOUSTON-CLOVER ARPT: 1196' (1236' MSL) lgtd TV twr erected 3.3 n mi S (177° T) at lat 29-27-57, long. 95-13-24.

★HOUSTON ARPT-TOWER: Apr 16, trans and rcvr 284.6 mc cmsnd. FLD: Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder NW/SE rnwy. Men and equip. on sod area between new terminal apron and the E/W, NE/SW and NW/SE rnwys. Stay on pavement. (10-25)

**IRVING-JAP LEE AIRSTRIP: New fld. Type: P. Lat 32-51, long. 96-57. Lctn: 3 mi N Elev: 520'. No. of rnwys: 3. Lngst rnwy & facs: 17. Fuel: F1.

JASPER COUNTY ARPT: Beacon inop. (1-11)

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)

JUNCTION-RADIO: VOR shut down until approx May 4 - modification. When recmsnd, freq will be changed to 116.0 mc. (4-26)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LAREDO-RADIO: Mar 3, VOR shut down until approx May 5 - modification.

LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' E of center line N/S rnwy, 500' S of N taxiway. (12-16)

★LUFKIN-RADIO: Trans 255.4 mc cmsnd. (4-16)

TEXAS: LUFKIN-RADIO: DME coverage 125°-145°, 43n mi at 1500';145°-280°,35n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°- 015°, 35 n mi at 2000'; 015°-060°, 35n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs. (1-24)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINEOLA-WISENER ARPT: Rough - use extreme caution. (4-25)

★MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. Mar 20, VOR shut down until approx May 22 - modification. (3-20)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (9-1)

PALACIOS-PADIO: About May 1, VOR will be shut down until approx Aug 3. (4-19)

**PALACIOS BCN SITE 9, CRP-HOU: Effect. May 1 bcn will be discontd. (4-4)

PERRYTON ARPT: Bndry and bcn lgts inoperative. (4-26)

PT. ISABEL ARPT: Unattended. No fuel or services. (4-2)

QUITMAN-RADIO: About May 7, VOR will be shut down until approx June 4 - modernization

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

ST. FRANCIS-RADIO: About June 8, MHW will be perm decmsnd. (4-26)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. April 19, VOR shut down approx June 25 - modernization. Concurrent with shutdown, Salt Flat int estab using El Paso 080° radial and V-94 Adj stn arwy radial. MEA El Paso to Salt Flat Int via V-16 10,800'MSL. Salt Flat int to Gore Int via V-16 14,000'MSL. Gore Int to Wink published MEA. (4-19)

SAN MARCOS ARPT: Closed - construction. (4-9)

**SHERMAN ARPT: N/S rnwy length now 4000'. (4-25)

SULPHUR SPRINGS-RADIO: About June 16, VOR will be shut down until approx Aug 18.

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only.

WINK, 18, ELP-FTW ARPT: Rnwy lgts 4-22 and 17-35 perm decommissioned and closed to ngt operns. (4-12)

UTAH:BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

JORDAN NARROWS: Temporary Controlled Firing Area is amended as follows: Time of Use: June 3 to 24, 1956 inclusive.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: About May 15 VOR will be shut down until approx June 15. The following arwys will not be usable during shutdown: V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger. (4-17)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50° - 85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. Capital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier

VERMONT: anytime (tel Capital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E-W rnwy closed, obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About June 11, LF rng will be shut down for approx five days - use for homing only. (4-24)

MIDDLEBURY ARPT: Closed, xcpt prior arranged flgts - due soft ground.(4-4)

**RUTLAND ARPT: Unicom. (8-25)

VIRGINIA: BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachut dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. (12-28)

BRIDGEWATER-SHEN-MEYER ARPT: Fld soft when wet durg winter months. (11-25)

CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)

**DAHLGREN: SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35n mi at 4000'. Feb 8 until approx May 8 INSACS will be discontd - Martinsburg, W. Va will control VOR and LF rngs. Auto. wea trans entered on Service A. (2-7)

GORDONSVILLE-RADIO: VOR shut down until approx May 6. (4-25)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

HOT SPRINGS-INGALLS FLD: Now open for season. (4-4)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. About June 18, VOR/DME will be shut down until approx Aug 3. (4-13)

LEESBURG ARPT: New 3500' E-W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft.(9-15)

**RICHMOND-NORTHFIELD ARPT: Unicom. (4-23)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.

WILLIAMSBURG-COLLEGE ARPT: Caution - NE/SW rnwy under const. Men, equip on rnwy all hours. (4-19)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver,B.C. lmtd to usable dist of 27n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2,000 ft rnwy 1 clsd to all Naval acft.

EASTON ARPT SITE 5-B, SEA-HLN: Closed - snow. (11-3)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26n mi at 5500'; 175°-260°, 43n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown,prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs. (2-23)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)

MT. CATHERINE BCN SITE #4, SEA-HLN: Bcn inop. (2-16)

WASHINGTON: OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways throughout summer & fall.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmarked.

SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (3-15)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flight levels of 12,500 and 29,000' in the Seattle Flight Information region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2000' vertical separation above 29,000'. (3-15)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 16-34 north 1200' and taxiway north of WAL hangar clsd 0700-1800 Mon thru Fri. (4-27)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-CALKINS ARPT: Rnwys N/S and E/W clsd. (8-30)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equipment on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 260°-280°, unreliable; 280°-330°, 40 n mi at 9000'; 330°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21. Rnwy 7-25 and taxiway between National Guard area and rnwy 34 clsd - repairs.

TACOMA ARPT: Rnwys being repaired. Roller and other equipment on fld and rnwys. Caution - land according to wind tee between ramp. (1-26)

WASHINGTON-DEER PARK ARPT: E/W rnwy clsd on alternate Sundays - drag races.

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: **BECKLEY-RALEIGH CO MEM'L ARPT: Five 90' lgtd poles 1 mi E rnwy 28.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. About May 7, VOR/DME will be shut down until approx June 8 - modernization. (3-26)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inoperative. (2-24)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail. 0800 until sunset. 28' hangar E of centerline and 1100' from south end

WEST VIRGINIA: rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway runway 16-34 covering full width of rnwy. (5-4)

✱WHEELING-RADIO: April 17, trans 255.4 mc cmsnd.

WISCONSIN: CABLE-UNION ARPT: Closed. (1-14)

FOND DU LAC SKYPORT: Caution in snow. Rnwy sides soft wet seasons. (4-9)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

✱MADISON-RADIO: Apr 17, trans and rcvr 243.0 mc cmsnd. (4-18)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const marked with yellow barricades and flares ngts. (4-23)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-9) FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on approach end rnwy 13 are obscured by trees.

WAUKESHA-COUNTY ARPT: Rnwy lgts being moved from NE/SW rnwy to E/W. Do not land NE/SW rnwy. (11-3)

WOODRUFF-ARBOR-VITAE-RADIO: Privately owned MH fac shut down until May 1, 1956. (Except on req.) (11-9)

WOODRUFF-ARBOR-VITAE ARPT: Closed winter months. (11-9)

WYOMING: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs. April 9, VOR shut down until approx May 9-modernization. Freq will be changed to 116.2 mc. (4-9)

CASPER-NATRONA COUNTY ARPT: Caution all acft entering tfc pat, occasional jet acft
** opern with pickup and dropping of tow targets. (4-29) 190' lgtd rdo twr erected 6.5 n mi ESE (133°T) at lat 42-51-22, long. 106-21-41. (4-6)

✱CHEYENNE ARPT-TOWER: Glide slope freq changed to 333.8 mc, lclzr to 109.9 mc.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

JACKSON ARPT: E/W rnwy clsd - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)

KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet. (11-6)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip on fld. 5000' E end rnwy 28 surfaced and available. Remainder arpt clsd. (4-12)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equipment on fld. Use extreme caution. (10-4)

PUERTO RICO: ✱SAN JUAN-ISLA GRANDE ARPT-TOWER: Hrs. of opern 1000-0200. (4-23)

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions(television towers, smoke stacks, etc.) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING AIRPORT TO TOWER	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Anniston, Anniston	6.1 SSE; 158°	2981	574	33-29-06; 85-48-32
Birmingham, Birmingham	5.0 SW; 215°	1525	505	33-29-27; 86-47-48
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Allenport	2.5 E; 90°	987	751	32-18-42; 86-13-40
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
Douglas, Douglas	4.0 W; 270°	4500	556	31-20-45; 109-35-00
Phoenix, Sky Harbor	3.0 NW; 298°	1332	495	33-27-12; 112-04-30
Tucson, Gilpin	2.5 SE; 135°	2868	500	32-14-22; 110-58-13
ARKANSAS				
Eldorado, Eldorado	3.5 SSE; 160°	855	630	33-07-40; 92-38-28
← Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
Little Rock, Adams	7.5 S; 175°	762	505	34-36-02; 92-13-32
CALIFORNIA				
Fresno, Fresno-Chandler	12.0 W; 258°	880	660	36-41-42; 120-03-18
Los Angeles, Fullerton	2.0 W; 280°	823	760	33-52-46; 118-00-48
Los Angeles, Los Angeles	4.5 NNE, 20°	580	497	34-01-40; 118-22-20
Sacramento, Sacramento	6.0 NNW; 335°	518	500	38-36-35; 121-33-15
San Francisco, San Francisco	8.0 SE; 125°	580	557	37-32-50; 122-14-00
San Francisco, San Francisco	9.0 NNW; 337°	1371	529	37-45-20; 122-27-05
COLORADO				
Sterling, Sterling-Logan Co.	6.0 ENE; 72°	4749	749	40-38-05; 103-08-15
CONNECTICUT				
DELAWARE				
DIST. OF COLUMBIA				
Washington, D.C., Washington National	5.0 N; 350°	739	538	38-55-28; 77-03-20
FLORIDA				
Carrabelle, (Corps of Engineers)	8.0 NE; 63°	665	625	29-54-20; 84-33-45
Ft. Lauderdale, Broward Co.	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Ft. Lauderdale, Broward Co.	6.0 SSW; 205°	762	752	25-58-46; 80-11-50
Hollywood, North Perry	3.0 SSE; 147°	553	546	25-57-27; 80-12-43
Jacksonville, Imeson	10.0 SW; 215°	615	587	30-17-10; 81-44-52
Miami, Hollywood, N. Perry	2.6 SSE; 147°	943	937	25-57-27; 80-12-43
Orlando, Orlando Municipal	3.6 W; 270°	687	584	28-33-17; 81-24-42
Pensacola, Pensacola	5.0 WSW; 250°	677	613	30-26-43; 87-17-01
St. Petersburg, Pinellas Co.	5.0 ESE; 108°	505	505	27-52-39; 82-35-27
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	869	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°	549	549	26-49-07; 80-04-30
← Hollywood, North Perry	2.6 SE; 145°	997	991	25-57-49; 80-12-44
← Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00

CITY AND AIRPORT NAME	DISTANCE & BEARING AIRPORT TO TOWER	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
GEORGIA				
Atlanta, Atlanta	9.0 NNE; 13°	1559	598	33-47-56; 84-23-14
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
Atlanta, Atlanta	8.0 NE; 24°	2040	1062	33-45-51; 84-21-42
Augusta, Daniel	4.5 ENE; 59°	980	498	33-30-21; 81-57-43
Macon, Smartt	4.3 S; 177°	848	514	32-45-09; 83-33-33
Savannah, Scott	4.6 E; 75°	535	500	32-04-07; 81-05-35
Thomasville, Rose City	14.0 SW; 227°	909	669	30-39-50; 84-12-36
IDAHO				
ILLINOIS				
Champaign, Champaign	9.0 WSW; 255°	1701	981	40-06-23; 88-26-59
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Meigs	1.5 NW; 323°	1211	617B	41-52-45; 87-37-51
Chicago, Meigs	2.0 NNW; 340°	1205	638B	41-53-25; 87-37-25
Chicago, Meigs	2.0 NW; 323°	1130	535B	41-53-05; 87-38-04
Chicago, Meigs	1.8 WNW; 327°	1111	571B	41-53-12; 87-37-50
Chicago, Meigs	1.5 NW; 327°	1420	686B	41-59-25; 88-01-42
Chicago, Meigs	1.8 NW; 318°	1345	744B	41-52-57; 87-38-15
Chicago, Meigs	1.5 NW; 223°	1111	561B	41-53-08; 87-37-30
Chicago, Meigs	1.1 NW; 318°	1111	585B	41-52-30; 87-37-35
Chicago, Intn'l - O'Hare	6.0 W; 282°	1115	750	42-00-41; 88-02-10
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Decatur, Decatur-Aviation	3.7 SSW; 150°	1242	602	39-49-28; 88-58-03
East St. Louis, Parks Met.	5.1 E; 82°	1145	589	38-35-06; 90-03-26
Harrisburg, Harrisburg-Raleigh	4.5 S; 176°	960	549	37-44-20; 88-32-25
Quincy, Quincy-Baldwin	6.0 W; 276°	1433	673	39-57-09; 91-19-50
Quincy, Quincy-Baldwin	6.0 WNW; 287°	1560	804	39-58-22; 91-19-54
Rockford, Greater Rockford	6.3 NW; 324°	1487	691	42-17-14; 89-10-16
Rockford, Pecatonica	5.8 ESE; 112°	1546	649	42-17-50; 89-14-25
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Auburn, Auburn	3.0 SSE; 167°	1723	910	41-20-09; 85-03-16
Bloomington, Kisters	20.5 NNW; 340°	1800	973	39-28-28; 86-45-40
Evansville, Skylane	1.5 S; 188°	975	515	37-59-21; 87-35-37
Fort Wayne, Smith	3.0 S; 198°	1593	793	41-05-36; 85-10-28
Indianapolis, Sky Harbor	2.0 S; 175°	1870	997	39-45-39; 86-00-21
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
Terre Haute, Terre Haute	3.0 NNE; 17°	1043	548	39-27-57; 87-24-13
West Madison, Meyers (stacks)	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
IOWA				
Ames, Ames	3.0 WSW; 252°	1620	580	41-59-20; 93-41-12
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Cedar Rapids, Hunter	6.0 N; 10°	1570	702	42-01-43; 91-38-27
Davenport, Davenport	1.5 E; 90°	1310	625	41-32-54; 90-28-37
Des Moines, Des Moines	15.0 NE; 63°	1710	743	41-39-12; 93-20-56
Des Moines, Des Moines	3.0 NNE; 20°	1546	706	41-35-18; 93-37-46
Fort Dodge, Fort Dodge	4.5 S; 190°	1773	650	42-29-50; 94-12-10
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Mason City, Mason City	11.5 NNE; 25°	1755	500	43-21-15; 93-13-00
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Sioux City, Rickenbacker	5.0 E; 90°	1937	537	42-32-33; 96-23-34

CITY AND AIRPORT NAME	DISTANCE & BEARING AIRPORT TO TOWER	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Hutchinson, Hutchinson	4.0 ESE; 104°	2325	780	38-03-23; 97-46-36
Lawrence, Lawrence	4.1 SSW; 212°	1540	511	38-57-18; 95-15-50
Pittsburg, Columbus	8.0 ENE; 62°	1470	574	37-13-19; 94-42-17
Topeka, Allen	2.3 N; 350°	2031	950	39-03-55; 95-45-50
Wichita, Wichita	7.7 NW; 325°	2435	1071	37-46-37; 97-31-01
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Wichita	8.0 NE; 45°	2048	708	37-45-01; 97-18-12
KENTUCKY				
Henderson, Skyline	9.0 S; 170°	1003	542	37-52-00; 87-33-57
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
Lexington, Blue Grass	7.0 E; 93°	1610	548	38-01-50; 84-27-00
Louisville, Standiford	12.0 NW; 335°	1590	600	38-22-10; 85-49-49
Louisville, Standiford	4.0 N; 346	6000	1060	38-14-50; 85-45-50
Louisville, Bowman	11.0 E; 80°	1440	675	38-15-40; 85-25-39
LOUISIANA				
Alexandria, McArthur	4.3 ENE; 75°	692	591	31-18-22; 92-24-56
Baton Rouge, Ryan	5.7 SSW; 195°	545	500	30-26-36; 91-10-49
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
Monroe, Selman	3.0 NW; 295°	850	774	32-31-37; 92-06-16
New Orleans, Callender	4.5 NNW; 338°	623	609	29-54-41; 90-02-50
New Orleans, Callender	5.0 N; 353°	563	563	29-55-15; 90-02-00
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
Bethesda, Congressional	3.5 SE; 147°		545	39-00-05; 77-06-15
Baltimore, Friendship	9.0 N; 2°	870	530	39-20-07; 76-39-15
Baltimore, Friendship	7.0 NNE; 20°	625	591	39-17-23; 76-36-56
Salisbury, Salisbury Wicomico County	5.0 NW; 307°	690	649	38-24-15; 75-34-46
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSS; 155°	2986	1282	44-08-12; 85-20-33
Detroit, Detroit City	5.0 WSW; 250°	1170	538	42-22-25; 83-06-50
Detroit, Detroit City	4.0 SW; 200°	1295	693	42-19-49; 83-02-52
Detroit, Detroit City	10.0 NW; 295°	1749	1063	42-28-59; 83-12-20
Detroit, Detroit City	10.0 WNW; 288°	1738	1057	42-27-36; 83-12-49
Detroit, Wayne-Major	6.5 SE; 118°	1311	710	42-10-04; 83-12-58
East Lansing, Capital City	9.0 SE; 118°	1874	1034	42-42-08; 84-24-51
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Kalamazoo, Kalamazoo	6.0 NNE; 12°	1054	952	42-24-58; 85-31-51
Lansing, Capital City	4.0 SE; 118°	1360	500	42-44-26; 84-30-48
Saginaw, Saginaw	2.5 NNE; 20°	1160	569	43-28-15; 83-50-36
White Pine, Gogebic County	27.5 NE; 80°	1380	504	46-45-52; 89-34-05
MINNESOTA				
Duluth, Duluth	4.2 SE; 135°	1828	584	46-47-20; 92-06-51
Duluth, Duluth	4.0 SE; 140°	2049	816	46-47-06; 92-07-15
Minneapolis, Anoka	1.0 SE; 132°	1540	654	45-10-01; 93-19-02
Minneapolis, Minn.-St. Paul	6.0 NNW; 340°	1468	608	44-58-28; 93-16-10
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Jackson, Hawkins	7.0 SE; 125°	1045	666	32-15-48; 90-06-42
Jackson, Hawkins	4.0 SW; 220°	1049	670	32-17-02; 90-15-54

MISSOURI

Cape Girardeau, Cape Girardeau	6.9 N; 352°	1439	882	37-20-25; 89-35-21
Columbia, Columbia	6.5 SE; 135°	1612	774	38-53-14; 92-15-43
Kansas City, Kansas City Mun	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Kansas City, Thirty First St.	1.0 NNW; 340°	1949	1025	39-05-03; 94-30-57
Kansas City, State Line	4.5 NW; 320°	1778	748	38-56-06; 94-39-42
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
New Bloomfield, Jefferson City Memorial	6.5 NNE; 30°	1417	500	38-41-28; 92-05-43
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Springfield, Springfield	5.5 SE; 132°	1835	550	37-10-59; 93-18-11
St. Joseph, Rosecrans	5.0 E; 90°	1780	750	39-46-12; 94-47-53
St. Louis, Lambert	9 SE; 145°	1044	563	38-38-08; 90-11-45
St. Louis, Lambert	8.7 SE; 150°	1159	678.5	38-37-41; 90-16-09

MONTANA

Billings, Billings	6.0 SW; 207°	3770	559	45-43-09; 108-36-21

NEBRASKA

Hastings, Hastings	2.5 NE; 42°	2709	789	40-39-06; 98-23-04
Imperial, Imperial	27.5 ENE; 75°	3848	583	40-37-29; 101-01-58
Lincoln, Crete	14.8 NW; 315°	2529	999	40-48-08; 97-10-47
Minden, Minden	7.0 W; 255°	2793	581	40-29-43; 99-05-01
Omaha, Omaha	4.0 SW; 230°	1695	524	41-15-34; 95-56-58
Sidney, Sidney	2.5 S; 180°	5060	740	41-03-10; 102-58-33

NEVADA

NEW HAMPSHIRE

NEW JERSEY

NEW MEXICO

Clovis, Hillcrest	5.0 SSW; 196°	4825	542	34-24-54; 103-12-22
Hobbs, Lea County	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lovington	1.0 NW; 310°	4525	600	32-57-28; 103-21-13
Roswell, Roswell	8.0 E; 92°	4540	790	33-24-05; 104-22-45
Hobbs, Lea County	6.0 ENE; 78°	4122	500	32-43-28; 103-05-46

NEW YORK

Binghamton, Tri-Cities	6.5 ESE; 100°	2546	785	42-03-34; 75-57-06
Buffalo, Buffalo	17.5 SSE; 163°	2641	1001	42-39-33; 78-37-38
Camden, Hancock(Syracuse)	17.0 NE; 52°	1145	625	43-18-05; 75-48-42
Carthage, Watertown	13.0 E; 98°	1696	574	43-57-16; 75-43-45
Forrestport, Boonville (research tower)	7.0 E; 98°	2650	1203	43-26-39; 75-05-08
New York, LaGuardia	5.0 WSW; 255°	1522	1465	40-44-54; 73-59-10
Schenectady, Schenectady Co.	6.0 SW; 220°	990	625	42-47-31; 74-00-36
Syracuse, Hancock	11.3 S; 180°	1914	554	42-57-19; 76-06-34
Troy, Troy	6.0 NNE; 20°	1520	543	42-47-08; 73-37-46

NORTH CAROLINA

Chapel Hill, Chapel Hill	5.7 SW; 235°	1549	799	35-52-07; 79-10-06
Charlotte, Mt. Holly	3.0 ESE; 71°	1866	562	35-17-50; 81-06-53
Charlotte, Brockenbough	2.6 WSW; 250°	1322	542	35-18-05; 80-53-24
Durham, Bryan	7.8 NNW; 285°	1489	783	36-06-39; 78-56-19
Greensboro, Air Harbor	5.0 SSE; 156°	1549	759	36-05-59; 79-45-47
Greenville, Pitt-Greenville	3.9 S; 177°	948	873	35-34-15; 77-22-49
Raleigh, Raleigh-Durham	5.0 SSE; 167°	1029	525	35-47-38; 78-45-41
Winston Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Winston Salem, Smith-Reynolds	4.0 SW; 226°	1447	547	36-05-30; 80-16-59

NORTH DAKOTA

Bismarck, Bismarck	9.9 ENE; 64°	2413	704	46-51-12; 100-32-37
Valley City, Valley City	12.2 NE; 35°	2495	1086	47-05-29; 97-51-15

OHIO

Cincinnati, Cincinnati-Lunken	3.5 W; 281°	1348	523	39-06-59; 84-30-07
Cleveland, Brooklyn	8.5 SSE; 153°	1945	775	41-21-43; 81-42-52
Columbus, Ohio State Univ.	4.0 SSE; 152°	1325	578	40-01-31; 83-01-38
Columbus, Clickener	1.0 SW; 226°	1380	644	39-52-24; 82-58-45
Columbus, Sullivant Avenue	4.6 NE; 34°	1418	593	40-00-28; 83-02-49
Dayton, Neff	2.7 N; 9°	2046	1096	39-44-05; 84-14-55
Stubenville, Weirton	4.9 SW; 219°	2041	881	40-20-32; 80-37-14
Toledo, National	4.8 S; 180°	1149	557	41-38-46; 83-32-25
Youngstown, Bird	3.0 SSW; 199°	2049	1000	41-04-46; 80-38-42
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
Cincinnati, Lunken	6.0 W; 265°	1314	504	39-06-17; 84-33-21
Columbus, Port Columbus	7 W; 260°	1549	839	39-58-14; 83-01-23

OKLAHOMA

Ada, Ada	5.5 N; 357°	1719	725	34-54-08; 96-40-37
Enid, Woodring	3.5 E; 80°	2081	816	36-23-10; 97-42-33
Guymon, Guymon	1.3 SE; 137°	3620	500	36-40-00; 101-29-05
Lawton, Lawton	5.0 ENE; 75°	1684	520	34-35-35; 98-19-06
Muskogee, Hatbox	18.0 WNW; 290°	1701	719	35-51-43; 95-46-01
Oklahoma City, Wiley Post	3.0 ESE; 115°	2724	1572	35-32-58; 97-29-48
Oklahoma City, Wiley Post	4.0 ENE; 75°	2150	971	35-33-48; 97-29-23
Oklahoma City, Downtown	2.0 NE; 38°	1690	500	35-28-06; 97-30-58
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1175	36-11-46; 96-05-53
Tulsa, Tulsa Municipal	8.0 SW; 235°	1400	494	36-07-00; 96-01-28

OREGON

Portland, Portland Mun.	7.0 SW; 232°	1173	708	45-30-58; 122-43-57
Portland, Portland Mun.	4.0 WNW; 285°	638	625	45-36-05; 122-41-08

PENNSYLVANIA

Allentown, Bethlehem-Easton	6.1 S; 180°	1495	497	40-33-59; 75-26-03
Erie, Port Erie	6.1 ESE; 115°	2072	732	42-02-20; 80-03-45
Lebanon, Hershey	6.0 ESE; 106°	1472	572	40-15-45; 76-27-49
Philadelphia, Wings	5.0 SE; 130°	1014	602	40-05-00; 75-10-47
Philadelphia, Wings	6.0 SSE; 165°	1262	979	40-02-36; 75-14-12
Philadelphia, International	5.5 NE; 40°	614	574	39-57-04; 75-10-08
Pittsburgh, Greater Pittsburgh	9.0 E; 85°	1871	561	40-29-39; 80-01-07
Pittsburgh, Allegheny Co.	11.0 NNW; 347°	1720	540	40-26-48; 79-57-39
Pittsburgh, Greater Pittsburgh	13.0 ENE; 70°	1878	718	40-33-25; 79-57-08
Reading, Grimes	2.5 NE, 30°	2477	1034	40-31-36; 76-13-30
Sharon, Sharon	1.5 SE; 122°	1560	550	41-13-12; 80-28-22
Pittsburgh, Greater Pittsburgh	9 E; 86°	2049	684	40-29-38; 80-01-10

RHODE ISLAND

Providence, Green	10.0 NNE; 36°	1049	853	41-51-54; 71-17-17
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24

SOUTH CAROLINA

Camden, Woodward	6.1 SW; 238°	774	530	34-13-50; 80-40-45
Charleston, Johns Island	7.8 NE; 43°	849	842	32-47-53; 79-53-51
Columbia, Owens	2.2 NW; 316°	900	582	34-00-06; 81-01-44
Columbia, Owens	4.8 NNE 13°	962	542	34-03-22; 80-58-52
Florence, Florence	4.7 N; 8°	920	823	34-16-13; 79-43-39

SOUTH DAKOTA

Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10

TENNESSEE

Jackson, McKellar	6.0 ENE; 66°	1080	560	35-38-32; 88-48-27
Johnson City, Johnson City	2.0 SW; 235°	2540	629	36-19-26; 82-20-36
Knoxville, Island	3.9 NW; 300°	2049	649	36-00-13; 83-56-35
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Memphis, Martin	1.0 NE; 62°	1335	1088	35-10-09; 89-53-12
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry	10.0 NW; 328°	2049	1179	36-16-05; 86-47-18

TEXAS

Amarillo, Amarillo Air Term.	9.2 NW; 305°	4295	833	35-18-53; 101-50-47
Austin, Mueller	4.4 W; 274°	1498	576	30-18-28; 97-47-26
Beaumont, Jefferson Co.	10.0 N; 15°	618	600	30-08-35; 93-58-36
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Dallas, Hi-Way 77	7.5 WSW; 250°	2349	1521	32-35-28; 96-58-34
Dallas, Love	5.1 SE; 144°	1019	653	32-46-47; 96-47-56
Dallas, White Rock	3.5 WSW; 243°	950	563	32-46-40; 96-45-29

TEXAS

Fort Worth, Meacham	6.1 SE; 120°	1679	1074	32-45-42; 97-14-40
Fort Worth, Meacham	6.9 SE; 128°	1743	1113	32-45-01; 97-16-07
Galveston, Alvin	7.7 ESE; 116°	608	574	29-23-38; 95-08-15
Houston, Clover	3.3 S; 177°	1336	1196	29-27-57; 95-13-24
Houston, Houston	5.1 NNE; 21°	749	529	29-43-28; 95-27-23
Houston, Houston	11.3 SW; 247°	1049	978	29-34-24; 95-28-31
Houston, Houston	8.3 NNW; 327°	633	579	29-45-31; 95-21-48
Houston, Houston	5.9 NNW; 14°	749	686	29-44-08; 95-27-42
Houston, Houston	5.4 NW; 316°	749	700	29-42-56; 95-20-57
Lubbock, Lubbock	6.9 S; 187°	3986	786	33-32-28; 101-50-15
Lubbock, Lubbock	7.9 SSW; 198°	4067	841	33-31-35; 101-52-11
Lufkin, Angelina Co.	10.5 NNW; 347°	950	540	31-25-09; 94-48-02
Madisonville, Coulter	19.4 ENE; 61°	1101	715	30-52-20; 96-00-20
Midland, Midland Air Term.	4.9 ENE; 76°	3349	547	31-57-33; 102-06-15
San Antonio, San Antonio Intn'l	6.5 SSW; 192°	1230	569	29-26-30; 98-29-25
San Antonio, Stinson	7.1 ENE; 62°	1190	515	29-23-24; 98-21-00
Temple, Draughon-Miller	11.3 NE; 43°	1549	933	31-17-06; 97-15-34
Tyler, Pounds	13.3 ENE; 62°	1341	710	32-27-12; 95-09-46
Tyler, Pounds	6.3 ESE; 90°	1050	495	32-21-06; 95-16-00
Weslaco, Central Valley	3.5 E; 100°	845	791	26-09-54; 97-48-45
Wichita Falls, Kickapoo	3.0 NW; 308°	1510	500	33-53-47; 98-32-33
Wichita Falls, Kickapoo	3.8 WNW; 298°	1554	549	33-53-22; 98-33-26
Odessa, Odessa	10.5 SSW; 252°	3856	726	31-51-50; 102-34-36
Big Spring, Big Spring	1 SE; 130°	2960	500	32-15-16; 101-26-44
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03

UTAH

VERMONT

VIRGINIA

Hampton, Norfolk	10.0 NW; 328°	510	500	37-02-20; 76-18-30
Lynchburgh, Preston Glenn	10.0 SW; 223°	1902	574	37-11-50; 79-21-07
Norfolk, Norfolk	13.5 WSW; 250°	1055	1029	36-48-56; 76-28-00
Richmond, Byrd	9.0 W; 270°	770	546	37-30-15; 77-30-39
Richmond, Byrd	8.0 NW; 298°	1049	944	37-34-00; 77-28-36
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17

WASHINGTON

Seattle, Boeing	6.0 NNW; 342°	1011	570	47-37-55; 122-20-59
Spokane, Geiger	6.0 E; 90°	3072	747	47-36-59; 117-21-55
Tacoma, South Port Orchard	6.0 ENE; 63°	1000	580	47-28-43; 122-32-32
Tacoma, Tacoma	2.0 ENE; 15°	950	533	47-16-41; 122-30-42
Tacoma, Tacoma	2.0 NW; 330°	514	514	47-16-18; 122-33-00

WEST VIRGINIA

Charleston, Kanawha Co.	4.8 WNW; 275°	1549	649	38-22-36; 81-42-04
Huntington, Huntington	14.0 ENE; 62°	2049	1069	38-30-34; 82-13-09
Oak Hill, Fayette	5.0 SSW; 200°	2688	688	37-57-27; 81-09-01

WISCONSIN

Colfax, Eau Claire	9.5 NW; 305°	1764	504	44-57-39; 91-40-05
Green Bay, Austin-Straubel	7.5 SE; 130°	1650	1000	44-24-33; 88-00-00
La Crosse, La Crosse	11.3 SSE; 163°	1747	578	43-41-44; 91-12-09
Madison, Traux	9.0 SW; 230°	1679	594	43-03-03; 89-29-15
Marinette, Oconto	5.6 NE; 39°	1158	574	44-56-40; 87-49-48
Milwaukee, General Mitchell	6.0 N; 350°	1261	661	43-02-15; 87-55-12
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-08-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
Superior, Duluth	4.5 SE; 134°	1828	584	46-47-22; 92-06-55
Madison, Truax	9.5 SW; 230°	1836	716	43-01-52; 89-30-18

WYOMING

LEGEND:

"B" denotes antenna structure on a building.
DISTANCE is given in nautical miles.
BEARINGS are true.
(MSL) Mean Sea Level.
(AGL) Above Ground Level.

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS; OUTBND AND INBND ALTITUDES; LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
AKRON, OHIO CAA Intermediate Arpt. 4585 SBMRAZ-DTV Procedure Number 1 Original Effective date: 23 April 1953 Major Change: Cancels procedure issued on Form ACAN-1725.	PROCEDURE CANCELLED 12 APRIL 1956. (LFR to be decommissioned).										
MILWAUKEE, WISC. General Mitchell Fld 698 SBRAZ-DTV-MKE Procedure Number 1 Amendment No. 9 Effect. date: 9 May 1956 Supersedes Amdt. No. 8 dated 10 July 1954. Major Changes: 1. MKE VOR relocated. Transitions revised. 2. New format on minimums & conversion to nautical miles. 3. Kenosha and Genessee FM transitions deleted.	MKE VOR	122 21.8	2300	E side of S crs. 179 - outbnd 359 - inbnd 2000 within 10 mi.	1400	356 1.8	T-dn C-dn S-dn 1 A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 1.8 miles, climb to 2700' on N course MKE-LFR, or when directed by ATC, make left climbing turn, climb to 2500' on W course MKE-LFR within 20 mi.
	Franksville FM	353 8.7	Final 1400								
	Intsxn MKE VOR 086 radial & N crs MKE LFR	353 13.0	2700								
SAN ANGELO, TEXAS Mathis Field 1915 BMRLZ-DTV SJT Procedure Number 1 Amendment Number 6 Effect: 9 June 1956 Supersedes Amdt. No. 5 dated 17 April 1954. Major Changes: New format. Limits procedure turn distance. Raises missed approach altitude. Nautical mile form.	San Angelo VOR	063 3.8	3000	N side of E crs. 060 - outbnd 240 - inbnd 3400 within 10 mi. (Beyond 10 mi. NA).	3400	240 5.6	T-dn C-dn S-dn 21 or 27 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 5.6 miles climb to 3800' on W crs. of LFR within 20 miles. Not approved for ADF approach.

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS; OUTBND AND INBND ALTITUDES; LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DIST FROM INT RWY CTR LINE EXTENDED AND FINAL CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
FRESNO, CALIF. Fresno Air Terminal 331 BVOR-DME FNO TVOR-11 Amendment No. 1, Effect: 2 June 1956. Supersedes Amdt. Original dated 5 May 1956. Major Changes: 1. Variation change to 17° E. 2. Correct altitudes in columns 4 and 6.	FNO LFR	047 6.1	1700	S side of crs. 308 - outbnd 128 - inbnd 1700 within 10 mi. (NA beyond 10 mi.) Procedure turn not required with DME.	7000	109 1.6	T-dn C-dn S-dn 11 A-dn	300-1 #500-1 #400-1 800-2	300-1 #500-1 #400-1 800-2	200-0.5 #500-1.5 #400-1 800-2	Climb to 3000' on radial 128° FNO VOR within 20 miles. #1100' MSL(900' ceiling) required if DME not available or if ADF bearing 184° to FNO LFR (abeam) not identified on Final.
	5 mi. DME fix radial 308 (final)	128 5.0	7000								
	From 10 mi. to 5 mi. fixes on radial 307 Orbiting between 10 mile and 15 miles at 1700' authorized between radials 271 and 312 in either direction.	128 5.0	1100								
TVOR-29 Amendment No. 2 Effect: 2 June 1956 Supersedes Amdt. No. 1 dated 5 May 1956. Major Changes: 1. Variation change to 17° E. 2. Correct altitudes in columns 4 and 6.	FNO LFR	047 6.1	1700	S side of crs. 096 - outbnd 276 - inbnd 1700 within 10 mi. (NA beyond 10 mi.)	7000	289 2.1	T-dn C-dn S-dn 29 A-dn	300-1 500-1 #400-1 800-2	300-1 500-1 #400-1 800-2	200-0.5 500-1.5 #400-1 800-2	Climb to 3000' on 276° radial FNO VOR within 20 miles. #800' MSL(500' ceiling) required without DME or if ADF bearing 186° to FNO LOM (abeam) not identified on final.
	5 mile DME fix radial 096 (final)	276 5.0	7000								
SAN FRANCISCO, CALIF. International Arpt. 11 **TVOR -SFO** **TVOR-19 L/R** Original Effective date: 9 June 1956.	Stinson Beach Intsxn.	105 22.0	2500	E side 011 - outbnd 191 - inbnd or Teardrop type 036 - outbnd 191 - inbnd 1000 within 5 mi. Beyond 5 mi(N of VSF 300 radial) NA.	500	191 Final approach crs. parallel and between Rnwys 19 L/R.	T-dn C-dn S-dn A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	*200-0.5 600-1.5 500-1 800-2	Immediate left climbing turn to 2000' on 101° rad. from SFO TVOR within 10 miles. Circling minimums to not provide standard clearance West and Southwest of airport. This approach predicated on radar monitoring. *300-1 required for take-off Runway 19 L/R.
	Half Moon Bay Intsxn.	017 10.0	3000								
	Richmond VHF Intsxn.	161 18.5	2500								
	VSF VOR	287 23.0	2500								
	Newark FM/HW	283 16.5	2500								
	Oak VOR to Intsxn 224 radial Oak & 011 radial SFO	224 4.5	2000								
	Intsxn of 224 radial Oak VOR & 011 radial SFO TVOR (final)	191 5.8	500								

(1 May 1956)

NOTE. Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (TVOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DIST. FROM INT. RWY. CTR. LINE EXTENDED AND FINAL CRS. TO APP. END OF RWY.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
SAN FRANCISCO, CALIF. International Arpt. 11 TVOR-SFO TVOR-28 L/R Original Effective date: 9 June 1956	Stinson Beach Intsxn.	105 22.0	2500	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern(one minute, left turns, 2000' min. alt.); final approach crs. 101° outbnd 281 - inbnd	400	281 Final approach crs. parallel and between Rnwys 28 L/R.	T-dn C-dn S-dn A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2	*200-0.5 600-1.5 400-1 800-2	Climb to 2500' on 292° radial from SFO TVOR within 20 miles. Circling minimums to not provide standard clearance West and Southwest of airport. *300-1 required for take-off Rnwy 19°L/R.
	Half Moon Bay Intsxn.	017 10.0	3000								
	Richmond VHF	161 18.5	2500								
	VSF VOR	287 23.0	2500								
	OAK VOR	203 10.0	2500								
	Newark FM/HW	263 16.5	2500								
	VSF VOR to SFO LOM (Final)	290 16.9	1700								

AUTOMATIC DIRECTION FINDING PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
KEENE, N. H. Dillant-Hopkins Arpt. 482 HW EEN Procedure Number 1 Amdt. No. 4 Effect. date: 2 June 1956. Supersedes Amdt. No. 3 dated 31 December 1955 Facility owned and operated by State of New Hampshire. Major Changes: Direction of missed approach holding pattern reversed.	Greenfield Intsxn. LMF	060 16.9	4000	W side of crs. 201 - outbnd 021 - inbnd 3500 within 10 mi. (NA beyond 10 mi.) Procedure turn West to avoid terrain to the East.	2500	021 2.8	T-dn * C-dn A-d A-n	1500-2 1500-2 2500-2 4000-2			Within 2.8 miles---make a left climbing turn returning to Keene HW. Continue to climb to 4000' in standard holding pat. 193°inbnd, &013° outbnd, all turns west of holding track. IFR CLIMB-OUT PROCEDURE: Climb with visual reference to enter ceiling over airport or direct crs climbing to Keene HW, continue to climb in holding pattern. MINIMUM FACILITY DEPARTURE ALTITUDE 4000' EXCEPT 5000' NE BOUNDARY.
	Greenfield Intsxn VOR	058 19.6	4000				*Night take-off to Southeast not authorized.				
	AIR CARRIER NOTE: Visibility below one mile day, two miles night not authorized: 1. By application of sliding scale. 2. For local visibility conditions for landing or 3. For reduction of take-off minimums.					FACILITY MUST BE MONITORED AURALLY DURING THIS PROCEDURE.					

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator of Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

NOTE: The VOR PROCEDURES carried on page 52 of AIRGUIDE Vol. 11, Number 3, Dated 17 April 1956, should read: "DISTANCES ARE NAUTICAL NOT STATUTE".

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
AKRON, COLORADO CAA Intermediate Fld. 4585 BVOR Procedure Number 1 Amendment No. 1 Effect: 9 June 1956 Supersedes Form ACAN 1725 dated 27 April 1953. Major Changes: (1) Places procedure on Form ACA 511. (2) Changes to nautical miles and knots.				W side 334 - outbnd 154 - inbnd 6000 within 10 mi.	5200	154 2.3	T-dn C-dn A-dn	300-1 500-1.5 800-2	NA NA NA	NA NA NA	Within 2.3 miles...climb to 6000' on 154° magnetic radial AKO VOR within 20 miles. Turf field, rough-heavy aircraft use with caution. Not Authorized For Air Carrier Use.
DALLAS, TEXAS Love Field 485 BVOR-DME DAL Procedure Number 1 Amendment No. 5 Effect. date: 27 May 1956. Supersedes Amdt. No. 4 dated 26 May 1956. Major Changes: Lower altitude col. 6; add altitude col. 6.	Dallas LFR	050 10.0	2000	N side of crs. 063 - outbnd 243 - inbnd 2000 within 10 mi.	1500 1200 over 6.5 mi. DME fix rad. 243 900# over 8.2 mi. DME fix rad. 243	243 8.2 243 6.5 mi., from VOR to 6.5 mi. DME fix 243 1.7 mi., from 6.5 mi. DME fix to arpt.	T-dn C-dn # A-dn	300-1 400-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Within 8.2 miles, turn right return to VOR, climbing to 2000'. CAUTION: 695' MSL tank 1.7 mi. SE rnwy 31. # If DME not utilized, landing minima are 700-2. AIR CARRIER NOTE: On cargo and ferry flights no reduction in landing minima authorized.
	From 10 mi. DME fix to VOR (final)	243 10.0	1500								
	Radar terminal area transition altitude: 2000' within 5 to 20 miles. Radar control must provide 3 miles or 1000' vertical separation or 3 to 5 miles and 500' vertical separation from radio towers - 1108 MSL 20 miles North, 2349 MSL 16 miles SSW, 1230 MSL 10 miles WNW of airport.										
GAINESVILLE, FLA. Gainesville Arpt. 155 VOR-GNV Procedure Number 1 Original Effective date: Commissioning of facility about 31 May 1956.				S side 213 - outbnd 033 - inbnd 1500 within 10 mi. (Beyond 10 mi. NA)	900	033 8.3	T-dn C-d C-n S-d S-n 6 A-dn	300-1 700-1 700-1 700-1 700-1 NA*	300-1 700-1.5 700-1.5 700-1 700-1 NA*	200-0.5 700-1.5 700-2 700-1 700-2 NA*	Within 8.3 miles climb to 1500' on radial 033° within 15 miles. NOTE: Weather and communications service not available to general public. Itinerant flights contact Cross City Rdo for approach clearance or on missed approach. May be authorized only for air carriers having approval of their arrangements for weather and communications service at this airport. *Air Carrier authority shall include alternate minima of 800-2 day and night.

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (1 May 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND); ALTITUDES; LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6*	7	8	9	10	11	12
MILWAUKEE, WISC. General Mitchell Fld. 698' BVOR-DTV- MKE Procedure Number 1 Effect. date: 10 July 1954. Amdt. No. 1	PROCEDURE CANCELLED 9 MAY 1956. VOR RELOCATED.										
PEORIA, ILLINOIS Greater Peoria Arpt. 659' Comb. VOR/ADF Procedure Number 2 Original Effective date: 9 June 1956.	Peoria LFR	River Intsxn* 132 5.0	2300	N side of crs. 101 - outbnd 281 - inbnd 2300 within 10 mi. of River Intsxn.*	1800 over River Intsxn.*	River Intsxn.* to arpt rnwy 30 281 3.6 mi.	T-dn C-dn S-dn 30 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 500-1.5 800-2	Within 3.6 miles after passing River Intsxn*., climb to 2000' proceeding to PIA VOR: *River Intsxn.: 101° radial PIA VOR and 312° bearing to PIA LFR. Procedure authorized only when aircraft equipped to receive ADF and VOR.
	Intsxn 214 radial Pontiac VOR and 101 radial PIA VOR	River Intsxn* 281 27.0	2300								
	Peoria VOR	River Intsxn* 101 8.8	2300								
SAN ANGELO, TEX. Mathis Fld. 1915' BVOR-DTV SJT Procedure Number 1 Amendment No. 3 Effect. 9 June 1956 Supersedes Amdt. No. 2, dated 17 April 1954. Major Changes: New format. Limits procedure turn distance. Raises missed approach altitude.	San Angelo LFR	243 3.8	3000	N side of crs. 061 - outbnd 241 - inbnd 3400 within 10 mi. (Beyond 10 mi. NA).	LFR-Z 3400 VOR 2500	234 1.8	T-dn C-dn S-dn 21 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 1.8 miles climb to 3600' on radial 234° within 20 nautical miles.
WACO, TEXAS Municipal Arpt. 515' BVOR-DME ACT Procedure Number 1 Amendment No. 3 Effect. 9 June 1956. Supersedes Amdt. No. 2, dated 7 January 1956. Major Changes: Position of VOR revised.	Waco LFR	339 5.8	1900	W side of crs. 321 - outbnd 141 - inbnd 1900 within 10 mi.	1400	141 3.0	T-dn C-dn S-dn 14 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 3.0 miles climb to 2000' on radial 141° within 20 miles. *DME fix.
	10 mi. fix* on radial 321(final)	141 10.0	1400								
	10 mi. orbit from radial 027 West to radial 321		1900								
Procedure Number 2 Amendment No. 1 Effect. 9 June 1956 Supersedes Amdt. Original dated 21 January 1956. Major Changes: Position of VOR revised.	12 mile orbit from radial 187 East to radial 141		2000	E side of crs. 141 - outbnd 321 - inbnd 2000 within 10 mi.	1500 over 7 mi. fix* radial 141 If no DME 1500 over VOR @	141 3.5 VOR to rnwy 32 (4 mile fix*) 321 3 mi. from 7 mi. fix* to rnwy 32(4 mi. fix*)	T-dn C-dn @ S-dn @ 32# A-dn @	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	At 4 mile fix*, climb to 2000' on radial 321° within 20 miles. No DME: within 0.0 miles, (over VOR) @climb to 2000' on radial 321° within 20 mile *DME fix. #570 FPM descent required at 105K. @Landing ceiling minimums without DME are 1000'(1500'MSL).
	12 mile fix* radial 141 to 7 mi. fix* radial 141	321 5.0	1500								
	7 mile fix* radial 141 to 4 mi. fix* radial 141 (final to rnwy 32).	321 3.0	900@								

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM		CRS AND DIST.	MIN ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND); ALTITUDES; LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBND.	ALTITUDE OF GLIDE SLOPE & DISTANCE TO APCH. END OF RWY AT: OUTER MRKR.	MIDDLE MRKR.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTH. LANDING MINS. OR IF LANDING NOT ACCOMPLISHED-
1	2	3	4	5	6	7	8	9	10	11	12	13	14
DALLAS, TEXAS Love Field 485 ILS-IDAL LOM-DA Comb. ILS/ADF Procedure Number 1 Amdt. No. 2 Effect. 26 May 1956. Supersedes Amdt. No. 1 dated 18 June 1955. Major Changes: Remove Air Carrier Note.	Correct AIRGI Volume 11, Number 3, dated 17 April 1956, column number 13 to read: Climb to 2000' on SE course of ILS within 20 nautical miles or when directed by ATC, turn left, proceed to DAL VOR, climbing to 2000'.												
Procedure Number 2 SE Crs. ILS Amdt. No. 2, Effect: 26 May 1956. Supersedes Amdt. No. 1 dated 21 December 1955 Major Changes: Add Tank FM and remove Air Carrier Note. Add caution note.	Correct AIRGI Volume 11, Number 3, dated 17 April 1956, column number 13 to read: Within 3.2 nautical miles of Ross Avenue Intsxn., climb to 2300' on NW crs. of ILS or when directed by ATC, turn right, climb to 2000' on 063° radial DAL VOR within 20 nautical miles.												

(1 May 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBND.	ALTITUDE OF GLIDE SLOPE & DISTANCE TO APCH. END OF RWY. AT-- OUTER MRKR.	MIDDLE MRKR.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTH. LANDING MINS. OR IF LANDING NOT ACCOMPLISHED.
GREENVILLE, S. C. Greenville Arpt. 1049 ILS-IGRL LOM-CR Comb. ILS/ADF Procedure Number 1, Amdt. No. 2 Effect. date: 9 June 1956. Supersedes Amdt. No. 1 dated 24 Dec. 54. Major Changes: Adds transitions. Increases procedure turn altitude. Adds glide slope. Adjusts minima in accordance with criteria. Adds caution note. Nautical mi. form	Greenville LFR	LOM	180 2.3	2300	W side S crs. 181 - outbnd 001 - inbnd 2200 within 10 mi.	ILS 2200 ADF 1600 over LOM	2188 3.9	1213 0.6	T-dn C-dn S-dn 36 ILS * ADF A-dn ILS ADF	300-1 500-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Climb to 3200' on N crs. ILS within 10 mi., turn right, and return to LOM. 3.9 mi. after passing LOM(ADF) climb to 3200' on crs 001 within 10 mi., turn right and return to LOM. CAUTION: Maximum angle glide slope. Heavily obstructed missed approach area. *No approach lights; 400-0.75 required when glide slope not utilized.
	Intsxn S crs. ILS & SW crs. SPA LFR (final)	LOM	001 4.5	ILS 2200 ADF 1600									
	Intsxn S crs. ILS & radial 078 RYN	LOM	001 17.8	2200									
MILWAUKEE, WISC. General Mitchell 698 ILS-MKE LOM-MK Procedure Number 1 Comb. ILS/ADF Amendment No. 7 Effect. date: 9 May 1956. Supersedes Amdt. No. 6 dated 10 July 1954. Major Changes: 1. Transitions revised- VOR relocated. 2. Col. 6 revised to 10 miles. 3. Col. 8 revised to 2035. 4. Col. 14 revised.	MKE-LFR	LOM	195 2.2	2000	E side S crs. 186 - outbnd 006 - inbnd 2000 within 10 mi.	ILS 2000 ADF 1400 over LOM	2035 4.0	918 0.5	T-dn C-dn S-dn1 ILS ADF A-dn ILS ADF	300-1 600-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 600-2 800-2	200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	Within 4.0 miles after passing LOM, climb to 2700' on N crs. MKE-LFR within 20 miles, or when directed by ATC, make left climbing turn to 2300' and intercept 109° radial MKE-VOR and proceed to MKE-VOR. *Descent to 2000' authorized after passing intersection inbound.
	Franksville FM	LOM	354 6.5	Final ILS 2000 ADF 1400									
	MKE VOR	LOM	127 22.6	2300									
	Intsxn. N crs. MKE LFR & ILS S crs.	LOM	186 3.7	2000									
	Genessee FM	LOM	106 21.7	2000									
	Racine Intsxn. VHF	LOM	302 11.3	3000*									
	Cardinal Intsxn. VHF	LOM	186 14.8	2700									

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED; REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
WILKES BARRE, PA. Wilkes-Barre-Scranton Arpt. 956 ILS AVP Using Crystal Lake Rbn-CYE Procedure Number 1 Amdt. No. 6 Effect. date: 2 June 1956 Supersedes Amdt. No. 5 dated 1 April 1954. Major Changes: Missed approach revised. Alternate missed approach added.	Wilkes-Barre-Scranton VOR	CYE * Rbn	235 21.7 n	3500	E side SW crs. 223 - outbnd 043 - inbnd 3500 within 10 n mi. of Crystal Lake Rbn.	3500 over Crystal Lake Rbn.	CYE* Rbn. 3500 8.7 n LOM 2250 3.9 n	LMM 1180 0.6 n	2 Engine or less #T-dn C-d C-n S-dn 4 A-d A-n More than 2 Engine #T-dn C-d C-n S-dn 4 A-d A-n	600-1 900-1.5 1300-2 600-1.5 1200-2 1600-3 600-1 1000-2 1300-2 600-1.5 1200-2 1600-3	600-1 1000-1.5 1300-2 600-1.5 1200-2 1600-3 600-1 1000-2 1300-2 600-1.5 1200-2 1600-3	Climb to 3500' on a track of 043° from the LMM and then proceed to the Wilkes-Barre VOR at 3500'. Alternate missed approach when requested by ATC, make a climbing left turn and climb to 4000' on SW crs. Wilkes-Barre LFR. Note: High terrain to East, South east and South of airport within 2.5 nautical miles. *Crystal Lake Rbn This procedure is predicated on the reception of the CYE Rbn & ILS glide slope.
	Wilkes-Barre-Scranton LFR & SW crs. ILS	CYE * Rbn	223 9.5 n	3500								
	Wilkes-Barre-Scranton LFR	CYE * Rbn	200 6.9 n	3500								
	Intsxn E crs. Williamsport & SW crs. Wilkes-Barre-Scranton LFR	CYE * Rbn	103 8.7 n	3500								

AIR CARRIER NOTES:
Provisions for reduced visibility not authorized at night or to day minimums below 1 mile for 75 mph (65K) or less aircraft and one and one half miles for more than 75 mph (65K) aircraft.
#Take-off minimums for Runway 10 and 16: Day: 600-2, Night: 800-2

(1 May 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

U. S. GOVERNMENT PRINTING OFFICE : 1956

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IFR Compulsory Reporting Points. p. 29

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AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
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VOL. 11 , NO. 5 . . . . . MAY 15, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . .. Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . .. Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(15 May 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379 kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257 kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	266, 278 kc; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 123.9, 132.3, 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc. ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 120.7, 126.18, 140.22, 243.0, 257.8, 305.4, 348.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278 kc; 108.1, 121.5, 121.7, 126.18, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 116.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18. 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 263.0, 269.0. 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 mc (on req 120.5, 125.7, 125.9 mc)	ARSR	Guards 122.1 mc (on req 120.5, 125.7, 125.9 mc) Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs available to rnwy 30 Tinker AFB
Tacoma-McChord AFB, Wash.	120.1,121.1,126.5,126.18,134.1, 136.8,137.88, 142.02,236.6,243.0, 270.6,275.8,289.4,335.8,363.8mc.	ASR-PAR	Runway 34. Arrival & Departure Control..ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

INSTRUMENT LANDING SYSTEMS

(15 May 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches on

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	217	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	126	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	5.3	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,[illegible]255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382,255.4	(3),#	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
" Co. Arpt	CA		344;119.1,121.5	(2),121.5	
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4	(3),#	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2,	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2,	(3)	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9, 121.1,121.5,126.18,243.0, 257.8,291.6,348.6	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,120.7,305.4,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
San Diego	MH	LPT	278		
(1) "	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	310		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael,	MH	HAP	219		
Hamilton AFB	HWZ	SRF	526		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278	(3),#,255.4	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7, 122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
"	Center		118.9,301.4,119.3,120.1	#	
Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2 554; 278	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	(2),#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS- N.Y.	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST.OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,263.0,269.0,311.8, 257.8	(2),#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,1267	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5, 121.5, 126.18,257.8	(2),#	
Fleming Island (N	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	35 A 88 N 215 A 268 N
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2, 255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	3023.5;122.7,#	
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 348.6	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2, 255.4	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.3, 257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118?,121.5,126.18, 257.8	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2, 255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB,	AC(g)		278;119.1,126.18,121.5, 257.8	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2, 255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5,257.8	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2, 255.4	(3)	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 254	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4	(3),#	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5	(2),#,126.18	(0600-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHW	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8	(1),#,122.7	
(1) " "	TVOR	MDW	116.2		
"	Center		124.5,120.9,301.4,125.1,123.7,123.9,124.7	#	
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6	(2),#	
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2		
" Arpt			278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
"	MH	RTU	201		Trng Status
(3)Roberts	VORW	RBS	116.8		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4	(3),#,255.4	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.3	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,255.4,124.1, 385.6	#	
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	113.5;V;121.5,122.2, 126.7,255.4	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2,255.4	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
[redacted]	[redacted]	[redacted]	[redacted]		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.1		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MHW	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, [redacted]255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8,243.0	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8, 137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	280		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 [redacted]255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	53 A 112 N 220 A 280 N

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			MAINE		
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
			MARYLAND		
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,[redacted]255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
			MASSACHUSETTS		
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8,[redacted]348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 144 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield,INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	
			MICHIGAN		
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	(0800-2400)
Cadillac	MHW	CAD	269		
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7, 122.2,255.4	(3) #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3	#	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,137.88,243.0,257.8, 263.0,137.88,126.18	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2, 126.7	(3),#,255.4	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2, 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5V;121.5,126.7,122.2 255.4	(3),#	
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wk days 0 5-20Sat08-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126.18	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6	(2),#	
"	Center		120.3,132.3,301.4,124.7,121.5,243.0	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(3)St. Cloud (S)	TVOR	STC	111.6	122.1	V-08-17daily

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, [redacted]255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 [redacted]257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,[redacted]391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.3,119.7,132.3,243.0, 301.4,120.7,125.1	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8, 118.5	(2),#	
"	Center		120.3,132.3,301.4,124.5,125.5,125.7,243.0	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4	(3),#	23 A 112 N 208 A 292 N

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	HWZ	EEN	224		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	33 BA 123 NB 213 YN 303 AY
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS-N.Y.	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-N.Y.	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396		(oper IFR when rng inop)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, [redacted]255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18 Fri;Sat0700-1600;Sun1030-2030	0700-2200Mon-
Trenton (P)	*TVOR		111.6	Monitor.category	(1) twr hrs opern
(1)Woodstown INSACS Millville	BVOR	OOD	114.3		
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3)	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, [redacted]255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-2300)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1730)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	368		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4,[redacted]310.4, 343.8,355.8	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g)		272;118.5,121.5,126.18, 142.74,2430,2578,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, [redacted]255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8[redacted]	(2),#	
" "	UHF/DF			257.8	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, [redacted]255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(3)Cofield	VORW	CVI	116.2		(NON-COMM)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Fayetteville Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 May 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2, 255.4	(3),#	
"	BVOR	LBT	117.0		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,338.6	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18,257.8,243.0	(2),#-257.8	
"	Center		120.5,125.5,125.9,124.3, 301.4	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4, 121.5	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379[redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4	(3),#	
(1)Lawton	VOR	LAW	112.2 (Mont.catg(3),2300-0600)		Post twr gds 122.5mc
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	PNC	117.3		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8, 305.4	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4 122.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			PENNSYLVANIA		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [redacted] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2, 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
			RHODE ISLAND		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [redacted] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
			SOUTH CAROLINA		
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4	(3),#	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
			SOUTH DAKOTA		
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
Bristol -- - ---	See Tri-City				
			TENNESSEE		
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7, 255.4	(3),#	DME
(1)Dyersbu. g	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW.	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 255.4, 126.7	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 121.5,126.18,257.8,291.6,311.8,	(2),#	
"	Center		121.5,120.1,301.4,120.5,119.3	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.9,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 255.4 121.5	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 151.56,243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,119.5,257.8,307.2	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2, 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 348.6,353.7,125.5	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7, 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,126.18, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7, 122.2,255.4	(3),#	39 A 116 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 137.88,319.8,120.1,263.0	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,317.8	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Wink	SERAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[redacted]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2, 126.7,265.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8 [redacted]	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7, [redacted] 255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, [redacted] 255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2, 243.0,301.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-DTV	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2, ,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	*BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1),req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HWZ	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18, 257.8	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4;[redacted]215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2	(3),#,255.4	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7	(3),#,255.4	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7	(3),#,255.4	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382; V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e.g. Long Beach omnirange (voice) .—..- -.-.... (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e., if no facility for providing air-ground communications services is associated with the omni, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and FAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fractions.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportion, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches

Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches

Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, reagrdless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

FLIGHTS IN GRAND CANYON NATIONAL PARK: Pilots are cautioned that any unauthorized flight below the rim of the Canyon within the Park boundaries will constitute an undue hazard to persons or property and will subject the pilot to appropriate violation action. Grand Canyon National Park Regulations prohibit the landing of any aircraft within the boundaries of the Park.

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are designated and redesignated and shall become effective 31 May 1956:

NAME CHANGE

(1) PORT DEPOSIT, MD. INTSXN - the intsxn of the Baltimore, Md. VOR 52° mag radial and the Woodstown, N.J. VOR 278° mag radial. (Formerly Bainbridge, Md. Intsxn)

DESIGNATE

(1) GILL (LAKE, MICH.) INTSXN - the intsxn of the Carleton, Mich. VOR 103° mag radial and the Cleveland, Ohio VOR 027° mag radial.

(2) HOOPES, DEL. INTSXN - the intsxn of the West Chester, Pa. VOR 179° mag radial and the front course of the Philadelphia, Pa. ILS lclzr.

(3) JACKSON, MICH. INTSXN - the intsxn of the Litchfield, Mich. VOR 051° mag radial and the Salem, Mich. VOR 260° mag radial.

(4) OGDEN, MICH. INTSXN - the intsxn of the Waterville, Ohio VOR 330° mag radial and the Carleton, Mich. VOR 237° mag radial.

REDESIGNATE

(1) ATLANTIC CITY, N.J. INTSXN - the intsxn of the Woodstown, N.J. VOR 115° mag radial and the Coyle, N.J. VOR 213° mag radial.

(2) BLUE PIKE (LAKE ERIE) INTSXN - the intsxn of the Erie, Pa. VOR 284° mag radial and the SW course of Clear Creek, Canada LFR.

(3) BOOTHWYN, PA. (LF) INTSXN - the intsxn of the SW course of the Philadelphia, Pa. LFR and the NW course of the Millville, N.J. LFR.

(4) BOOTHWYN, PA. (VHF) INTSXN - the intsxn of the West Chester, Pa. VOR 129° mag radial, the front course of the Philadelphia, Pa. ILS lclzr and the Woodstown, N.J. VOR 335° mag radial.

(5) CHARLO, MONT. INTSXN - the intsxn of the Missoula, Mont. VOR 334° mag radial and the Mullan Pass, Mont. VOR 068° mag radial.

(6) DAWSONVILLE, VA. INTSXN - the intsxn of the Herndon, Va. VOR 021° mag radial and the Martinsburg, W. Va., 136° mag radial.

(7) EARL, COLO. INTSXN - the intsxn of the Pueblo, Colo. VOR 161° mag radial and the Lamar, Colo., VOR 226° mag radial.

(8) HALSMER INTSXN - the intsxn of the NW course of the Indianapolis, Ind. LF rng and the 077° mag radial of the Lafayette, Ind. VOR.

(9) MIDCRAFT, MICH. INTSXN - the intsxn of the Salem, Mich. VOR 109° mag radial and the 050° of the back course of the Ypsilanti, Mich. (Willow Run) ILS lclzr course.

(10) PITMAN, N.J. (VHF and LF) INTSXN - the intsxn of the West Chester, Pa. VOR 129° mag radial and the SE course of the Philadelphia, Pa. LFR.

(11) WINLOCK, WASH. INTSXN - the intsxn of the Olympia, Wash. VOR 162° mag radial and the Toledo, Wash. LFR west course.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding pattern is established and shall become effective 31 May 1956:

(1) SCOTT (BELLEVILLE), ILL. AFB INTSXN - direction of holding - SW on SW leg of LFR; direction of turn - LEFT; time - one minute; minimum altitude - 1900' MSL.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 163)
(8 June 1956)

(1) In Section 608.25, the Fort Campbell, Kentucky, area (R-63 formerly D-63), amended on July 25, 1951 in 16 F.R. 7277, is further amended by changing the "Designated Altitudes" column to read: "Surface to 26,000 feet MSL."

(2) In Section 608.48, the Fort Jackson, South Carolina, area (R-114 formerly D-114), amended on February 21, 1952 in 17 F.R. 1612, is further amended by changing the "Designated Altitudes" column to read: "Surface to 26,000 feet MSL."

(Part 608 - Restricted Areas - Amednment 164)
(14 June 1956)

(1) In Section 608.12, a Gila Bend, Ariz. area #2 (R-501), is added to read: "Description by Geographical Coordinates: Beginning at lat 32-50-25, long. 112-49-00; thence to lat 32-50-52, long. 112-42-53; thence to lat 32-49-00, long. 112-39-00; thence to lat 32-29-00, long. 112-43-00; thence to lat 32-29-00, long. 112-53-30; thence to point of beginning. Designated Altitudes: Unlimited. Time of Designation: Unlimited. Controlling Agency: Luke AFB, Ariz.

(2) In Section 608.30, a Sturgeon Bay, Mich., area (R-502), is added to read: "Description tion by Geographical Coordinates: From lat 44-48-00, long. 87-16-00; thence to lat 45-23-00, long. 86-47-00; thence to lat 45-18-00, long. 86-28-00; thence to lat 45-10-00, long. 86-17-00; thence to lat 44-39-00, long. 86-42-00; thence to lat 44-28-00, long. 86-47-00; thence to lat 44-34-00, long. 87-23-00, to point of beginning. Designated Altitudes: Surface to 45,000' MSL. Time of Designation: Sunrise to sunset, 7 days a week. Controlling Agency: Commander, 37th Air Division, Truax Fld, Madison, Wisc.".

(3) In Section 608.30, the Lower Lake Huron, Mich., area (R-60 formerly D-60), published on July 16, 1949 in 14 F.R. 4287, is redesignated as follows: "Description by Geographical Coordinates: From lat 43-33-00, long. 82-34-30; thence to lat 44-00-00, long. 82-40-00; thence to lat 44-00-00, long. 82-12-00; thence to lat 43-34-30, long. 82-07-30; thence to point of beginning. Designated Altitudes: Surface to 45,000' MSL. Time of Designation: Sunrise to sunset, 7 days a week. Controlling Agency: Commander, 4708th Air Defense Wing, Selfridge AFB, Mich.".

(4) In Section 608.30, the Lower Lake Huron, Mich., area (R-59 formerly D-59), published on July 16, 1949 in 14 F.R. 4287, is rescinded.

(5) In Section 608.39, the Melrose, N. Mex., area (R-185), amended on May 11, 1955 in 20 F.R. 3187, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 34-28-00, long. 103-43-15; thence to lat 34-25-25, long. 103-40-00; thence to lat 34-10-00, long. 103-40-00; thence to lat 34-10-00, long. 103-55-00; thence to lat 34-28-00, long. 103-55-00; thence to point of beginning."

(Part 608 - Restricted Areas - Amendment 165)
(12 June 1956)

(1) In Section 608.58, a Guernsey, Wyo., Temporary Area is added to read: "Description by Geographical Coordinates: Beginning at lat 42-28-00, long. 104-54-00; thence to lat 42-28-00, long. 104-50-00; thence to lat 42-20-00, long. 104-44-00; thence to lat 42-18-00, long. 104-44-00; thence to lat 42-18-00, long. 104-50-30; thence to lat 42-22-00, long. 104-53-30; thence to point of beginning. Designated Altitudes: Surface to 16,000' MSL. Time of Designation: Daily 0700-2200 hours (MST), June 12 thru June 22, 1956. Controlling Agency: Adj. General, Wyoming National Guard, Cheyenne, Wyo."

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 9, dated June 15, 1955 as follows:

(1) Page 24 - Columbia, Mo.: Correct CAA telephone number to read: Gibson 3-6498.
(2) Page 24 - Dillon, Mont.: Correct CAA telephone number to read: 345.
(3) Page 24 - New York, N.Y.: Correct CAA telephone number to read: OLympia 6-5370.
(4) Page 25 - Fargo, N. Dak.: Correct CAA telephone number to read: 5-8894.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Green Bay	WAC 215	WAC 363
Spokane	WAC 268	WAC 364
Seattle Local	WAC 269	JN 44
WAC 139	WAC 304	

NEW EDITIONS

A new edition or new charts for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts, dates shown are release dates

Douglas	5-1-56	San Diego	5-4-56	WAC 406	5-1-56	JN 45	4-24-56
Mt. Whitney	4-26-56	San		WAC 470	5-4-56	3071	4-24-56
Phoenix	4-24-56	Francisco	5-4-56	WAC 522	5-4-56	3073	4-24-56

Instrument Flight Charts released since April 23, 1956

AL 6 RNG-1	(NAS) Mun Akron Arpt.	AL 198 ILS-1	Houston Intnl Arpt.
AL 6 RNG-2	(NAS) Mun Akron Arpt.	AL 198 ILS-2	Houston Intnl Arpt.
AL 29 RNG	Augusta State Arpt	AL 365 ILS	Salt Lake City Mun No. 1
AL 40 RNG	Ryan Airport	AL 957 ILS	Patrick Henry Arpt.
AL 45 RNG	Bellingham Arpt.	AL 32 ADF	Wurtsmith AFB
AL 61 RNG	Rio Grande Valley Intnl Apt.	AL 40 ADF	Ryan Airport
AL 197 RNG	Ellington AFB	AL 61 ADF	Rio Grande Valley Int. Arpt.
AL 237 RNG	Los Angeles Intnl Arpt.	AL 162 ADF	Fresno Air Terminal
AL 238 RNG	Bowman Field	AL 168 ADF	Malcolm McKinnon Arpt.
AL 240 RNG	Reese AFB	AL 197 ADF	Ellington AFB
AL 293 RNG	NAS Alameda	AL 198 ADF	Houston Intnl Arpt.
AL 294 RNG	(NAS) Mun Met. Oakland Int. Apt.	AL 375 ADF	San Francisco Intnl Arpt.
AL 358 RNG	Sacramento Arpt.	AL 956 ADF	Loring AFB
AL 364 RNG	Salt Flat Airport	AL 957 ADF	Patrick Henry Arpt.
AL 373 RNG	San Diego Mun (Lindbergh Fld)	AL 40 VOR	Ryan Airport
AL 374 RNG	NAS North Island	AL 45 VOR	Bellingham Airport
AL 375 RNG	San Francisco Intnl Arpt.	AL 94 VOR	(NAS) Mun Port Columbus Apt.
AL 407 RNG	Stockton Airport	AL 168 VOR	Malcolm McKinnon Arpt.
AL 553 RNG	Fairchild AFB	AL 197 VOR	Ellington AFB
AL 582 RNG-1	Seattle-Tacoma Intnl Arpt	AL 240 VOR	Reese AFB
AL 762 RNG	Kahului Arpt.	AL 243 VOR	Macon (Cochran) Arpt.
AL 776 RNG	Lihue Arpt.	AL 293 VOR	NAS Alameda
AL 839 RNG	NAAS Mustin Field	AL 322 VOR	Sky Harbor Arpt.
AL 851 RNG	Lea County Arpt.	AL 364 VOR	Salt Flat Arpt.
AL 951 RNG	Congaree AB	AL 373 VOR	San Diego Mun (Lindbergh Fld]
AL 953 RNG	NAS Los Alamitos	AL 851 VOR	Lea County Arpt.
AL 957 RNG	Patrick Henry Arpt.	AL 956 VOR	Loring AFB
AL 1522 RNG	Merrill Field	AL 982 VOR	Mercer County Arpt.
AL 40 ILS	Ryan Airport	OP 610	New York Intnl Arpt.
AL 61 ILS	Rio Grande Valley Intnl Arpt.		

RF/VOR 2, 3, 4, 8.
RF Terminal Area - Chicago, Los Angeles, Philadelphia, Pittsburgh
RF/VOR Terminal Area - Chicago, Jacksonville, Los Angeles-Burbank, New York, Philadelphia, Pittsburgh, Shreveport

RF US Dates of Latest Prints	RF US Index of RF Charts	RF Legend
	NEW CHARTS	
AL 243 VOR/DME	Macon, Georgia	Macon (Cochran) Arpt.
AL 951 VOR	Columbia, S. C.	Congaree AB
	DISCONTINUED CHARTS	
AL 5 RNG	Akron, Colorado	Akron Intnl Fld.
AL 146 RNG	Columbus, Ga.	Lawson AFB
AL 314 RNG-S	Patuxent River, Md.	NAS Patuxent River (Seaplane)
AL 50 VOR	Birmingham, Ala.	(NAS) Mun Birmingham Arpt.
AL 877 VOR	Rapid City, S. Dak.	Rapid City Arpt.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

(15 May 1956)

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.

BIRMINGHAM-RADIO: VOR operg on test-basis. (4-27)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)

CLANTON-GRAGG ARPT: Closed - const. (3-21)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

ELBA MUN ARPT: Unattended. Lgts on req. (4-27)

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

GUNTERSVILLE ARPT: Closed. (3-26)

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends.

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg & taking off are cautioned to avoid Maxwell AFB tfc pat. & ctl zone. Due to non-visibil, twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air Nat'l Guard jangar. Clsd to mil. acft-const. E/W rnwy open first 5000' on E end-days, 6000' ngts-mrkd ngts, days.

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider intermittently on rnwy daylgt hrs durg VFR.

ARIZONA: SPECIAL NOTICE: Until July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)

AJO ARPT: Beacon and lights inoperative. (4-3)

COCHISE-RADIO: VOR/DME flgt-checked, opern normal. Coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA.

DATELAND-SPECIAL NOTICE: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised-low altitudes near these lctns. (3-12)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30° - 70°, 240° - 255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (4-11)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° & 165°-185° 39 n mi at 10,000'

SALOME, SITE# 27B, LAX-PHX: Closed. (12-14)

**TEMPE ARPT: Abandoned. (5-11)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)

TUCSON-RADIO: About May 1, VOR/DME will be shut down until approx June 1. (4-6)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: March 12 VOR shut down.

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)

FAYETTEVILLE-RADIO: About May 7, VOR will be shut down until approx June 4 - modernization. (3-28)

FT. SMITH ARPT: 136' lgtd drilling derrick erected 0.5 mi W and 1.0 mi S of E/W rnwy.

HARRISON ARPT: N/S, new NW/SE rnwys clsd-const. Fld clsd ngts.

HAZEN ARPT: Caution - E/W rnwy clsd. Men and equip. on fld. (11-21)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - const. (3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

ARKANSAS: WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210°, unusable acct bends and course roughness. (10-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. About May 15 VOR will be shut down until approx July 15. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz; V-135 Needles to Yuma, Ariz.

**BORREGO VALLEY-SAN DIEGO COUNTY ARPT: 140' lgtd microwave twr erected 1000 ft NW of W end of the E-W rnwy and approx 2-1/2 mi E at lat 33-15-48, long. 116-19-46.

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CORNING ARPT: Reopened. Fuel: F2. (4-9)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines Rnwys 29-11 and areas N and E of arpt. (10-28)

FULLERTON ARPT: Attended daylight hrs only. (4-12)

FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy clsd to all operns-mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution. (4-3)

KLAMATH-McBETH ARPT: Closed. (1-3)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25)

**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21) No fuel servicing avail. for civil acft 2400-0600. N 800' apch end rnwy 16L perm clsd.

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (6-4)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 March 20. Sector will control all acft operg at specific alt at or above 25,000', IFR including jet acft operg at least 1,000' on top. All jet acft specific alt or at least 1,000' on top should ctc ARTC 301.4 mc as soon as possible after departure within or entering area inbound. (5-11)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34.

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

[redacted]: MODESTO-RADIO: March 20, VOR shutdown until approx May 20-modernization.

OAKLAND-SPECIAL NOTICE: Pilots proposing transbry flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. UHF/DF steers unreliable below 7,000' within 10 mi of stn. FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt.

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. May 7, VOR shut down until approximately June 1.

**ONTARIO INTERNATIONAL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng runups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Hi intensity rnwy lgts oper. rnwy 7-25. Formation take-offs and lndgs prohibited xcpt ANG 196th lighter interceptor acft.(5-14)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi.

**OXNARD VENTURA COUNTY ARPT: 160' lgtd derrick erected 700 ft N center of arpt.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

**PLACERVILLE-EL DORADO COUNTY ARPT: Formerly carried as Placerville Mun Arpt.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.

**RAVENDALE ARPT: Correct lat and long: 40-48-15, 120-22-00. Elevation: 5300'.

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'. April 19 VOR shut down until approx June 1; freq will be changed to 115.7 mc. During shut-down, the current Victor Arwys may be used as direct routes using Red Bluff LFR, provided acft are equipped with ADF. MEA's remain the same as currently established on Victor Airways.

RIDGECREST-DAVIS ARPT: Lgts inop.

RIVERSIDE-RADIO: USAF VOR unreliable.

RIVERSIDE ARPT: Closed to all itinerant tfc-const.

**ROSAMOND ARPT: Elev: 2415'.

SACRAMENTO-RADIO: Disregard spurious signals and interruptions in service of voice commun INSACS and twr until approx April 30-modernization. (3-30) About May 15, VOR will be shut down until approx July 15-modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip. with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200; V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno.

SACRAMENTO ARPT-TOWER: Voice on ILS freq 110.3 mc out of service. FLD: Twr tfc operg in SW quad should exercise caution acct extension simulated inst apchs including jets VFR weather actual apchs IFR weather.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 miles.

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°.

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 closed - jet barrier.

SAN FRANCISCO: See Oakland Control Zone Notam.

[redacted]: ✱SAN FRANCISCO-RADIO-SPECIAL NOTICE: Effect. May 16, VFR acft inbound to San Francisco Intnl Arpt are required to make initial call to San Francisco apch freq 118.5 mc. This initial call should be made over one of the following reporting points: Richmond from the N; Moraga-NE; Castro Valley-ENE, Newark-E; Moffett Fld-SE; Half Moon Bay-SW; Golden Gate-NW. Apch ctl will give initial tfc ctl instructions and advise pilot when to change to lcl ctl freq for landing clearance. This procedure does not apply to VFR acft departing Oakland for San Francisco due to the short dist. involved. These VFR flights should call San Francisco twr, freq 119.1 mc, as in the past.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM.

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°.

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylight hours.

**SANTA MARIA-PUBLIC ARPT: Unicom.

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable.

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd.

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt.

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

**VICTORVILLE-CIRCLE M RANCH ARPT: Abandoned.

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

COLORADO: ✱AKRON-RADIO: May 10, trans and rcvr 243.0 and 255.4 mc cmsnd. Rcvd too late for inclusion on ANRA page.

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 31. Const on ramp SE of twr.

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communicating with twr.

EADS ARPT: Emergency only-rough.

GRAND JUNCTION-RADIO: Soon, ILS glide slope will be shut down until approximately June 8. Soon lclzr will be shut down.

LONGMONT ARPT: NW/SE rnwy under const.

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

THURMAN-RADIO: About May 21, VOR will be shut down until approx June 21. During this period the following arwys will be affected: V-4 Denver to Goodland direct MEA 11,000'. The following arwys will not be usable: F-4N Thurman - Goodland; V-148 Thurman - Imperial.

CONNECTICUT: **GROTON-TRUMBULL ARPT: Unicom.

HARTFORD-BRAINARD FLD: Rnwy 9-27 closed. (5-14)

**MERIDEN ARPT: Unicom.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Field occasionally closed by standard marker.

WAREHOUSE POINT-SKYLARK ARPK: Caution - const N side.

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n miles. DME coverage 270°-285°, 35 nautical miles at 3000'; 320°-360°, 35 nautical miles at 3000'; 360°-015°, 35 n miles at 2500'.

[redacted]: GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Extensive glider activity weekends and evenings.

WILMINGTON-NEW CASTLE CO. ARPT-TOWER; About May 25, tower frequency will be changed to 278 kc.

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1)Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo required. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: PAR and VHF/DF shut down. (3-29) FLD: USAF, NAVY, CG: Clsd to all acft xcpt:(a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg.

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day. (2-10)

**CRESTVIEW ARPT: 205' (235'MSL) lgtd rdo twr erected 22 n mi S (190°T) at lat 30-25-26, long 86-38-22. (4-14)

CROSS CITY-RADIO: About July 26, NW course LF rng will be realigned from 135° to 124°. (5-4)

DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28) Due to temp shut down, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (5-11)

FT. MYERS-RADIO: VOR radial 131°, V35, not usable-excessive scalloping and bends.(2-14)

**HIGH SPRINGS-SKY ROAD INN ARPT: New fld. Type: P. Lat. 29-54, long 82-36. Lctn: 5.0 N. Elev: 90. No. of rnwys: 1. Lngst rnwy & facs: 21. Fuel: F1. (1-27)

**HOLLYWOOD-NORTH PERRY ARPT: 991'(997'MSL) lgtd TV twr erected 2.6 n mi SE (145°T) at lat 25-57-49, long. 80-12-44. (4-25)

HOMESTEAD-RADIO: Hvy tfc E and W courses LFR 2500' and below. Caution-E course below 1000' within 4 n mi Homestead AFB. (11-23)

HOMESTEAD ARPT: About May 5, fld will be abandoned. (2-28)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

**JACKSONVILLE-IMESON ARPT: 994'(995'MSL) lgtd TV twr erected 7 n mi SSW(195°T) at lat 30-18-46, long. 81-38-59. (4-25) Rnwy 18L-36R clsd to jet acft.

KEY WEST-INTNL ARPT: Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out; if unable ctc twr, ctc Key West rdo. Caution-const 800' ext to apch end rnwy 8. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only - due to condition of rnwys. Lndg fee for cargo or charter acft only. Flare pots only lgtg available by prior req. Extra fee. (4-15) Rnwys 29 & 34 clsd for take-offs. (4-5)

LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar. (1-19)

MARIANNA-RADIO: Apr 17, VOR shut down until approx June 19. During shutdown the following MEAs are estab: V-22 Crestview to over Marianna 5000'. V-7 Tallahassee to Dothan, Ala., using Dothan TVOR 1500'. V-7W Gantt, Ala., to Marianna and V-22 N Marianna to Calvary unusable. Calls on UHF answered on 275 kc or VHF freqs. (4-17)

FLORIDA: MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. New rnwys parallel N side rnwy 8-26 and W side rnwy 18-36 under const. (4-30)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft.(12-6) Taxiway entrance to SW corner USAF ramp clsd. (1-17)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1) Extensive const on AF ramp W side of fld-men, equip on ramp-caution.(5-14)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip adj rnwys. (9-8)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Runway alighting area 13-31 const in progress intsxn 17-35 and 9-27. Use extreme caution. (4-9)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

★TAMPA-RADIO: VOR courses 95°-105° unusable. May 4, ident Harbor FM changed from four dashes to dot dash.

VERO BEACH ARPT: Rnwys 3R - 21L and 7R-25L closed ngts.

WEST PALM BEACH-RADIO: About June 16, VOR will be shut down until approx Aug 18. (4-26) During shutdown, the following temp MEAs and routings are estab: V-3 Vero Beach to over W. Palm Beach MEA 3000'; W. Palm Beach to Miami unusable. W. Palm Beach LF rng to New River LF int at MEA 1200' authorized in lieu of V-159 which will be unusable. V-3E Vero Beach- W. Palm Beach unusable. Substitute bear. for intersections are: 040° from Tamiami H fac authorized at Hammock and Cypress in lieu of W. Palm Beach radial 218°; Vero Beach radial 034° authorized at Barracuda in lieu of W. Palm Beach 013°MRA remains 14,000'; Orlando radial 090° authorized at Snapper in lieu of W. Palm Beach 013° MRA remains 8000'. All other routes, channels and intersections predicated on W. Palm Beach VOR unusable. (5-4)

WINTER HAVEN-GILBERT FIELD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing runways after normal optg hours and week ends. (2-3)

GEORGIA: ALBANY-RADIO: VOR radials 220°-270° and 310°-330° unusable acct excessive crs errors. (4-10)

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt.(2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

GEORGIA: ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness.
ATLANTA ARPT-TOWER: ASR-PAR shut down-modernization. (3-10) FLD: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. Rnwys 27R-9L and 33R-15L clsd. (4-21)
ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy-caution. (9-13)
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.
COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: May 9, VOR/DME flgt-checked. Usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.
ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. About June 16, VOR will be shut down until approx Aug. 18. (4-26)
**SANDERSVILLE-WASHINGTON COUNTY ARPT: 154' lgtd twr erected 5 n mi W (270°T) at lat 32-58-23, long. 82-48-34. (4-20)
**THOMASVILLE MUN ARPT: Formerly carried as Thomasville-Rose City Arpt.
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000 beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
DIXIE USFS ARPT: Closed-const. (9-16)
**GOODING ARPT: Excavation 30' wide, 15' deep, 135' to 165' NW of NW end of rnwy 12-30, mrkd by red flags 135 to 165' extending 36'' above ground on SE edge of rnwy 30. Men and equip operg vcnty. (4-4)
KELLOGG-SHOSHONE COUNTY ARPT: Fld lgtg inop, xcpt prior req. (11-19)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (5-2)
TWIN FALLS-RADIO: VOR coverage 115°-150°, 30 n mi at min terrain clearance alt.
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' of NW end rnwy 12-30. Mrkd by line of red flags extending 36'' above ground on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500' and 5500'. MSL. (6-16)
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.
BENTON ARPT: Caution-new N/S rnwy under const. (9-9)
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) ILS back course erratic. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16) 250' (842'MSL) lgtd smoke stack being erected 9.6 n mi (123°T) at lat 41-41-18, long. 87-33-43.
CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd-const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)
CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long. 87-33-36. (1-27)
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (11-18)
ELMHURST ARPT: Effect. December 31, 1956 fld will be clsd. (4-2)
FAIRFIELD ARPT: Closed-const. (9-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.
KEWANEE ARPT: Men and equip on fld intermittently - caution. (7-5)
**LOMBARD-MITCHELL ARPT: Obstn lgtd inop on 123' water tank lctd 5200' SE at lat 41-50-00, long. 88-02-30. (4-12)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123' not mrkd or lgtd. (11-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280° - 350°, 39 to 43 nautical miles at minimum en route altitude. (2-21)
**QUINCY-BALDWIN ARPT: Rnwy flood lights perm decommissioned. (4-17)
**SPRINGFIELD-CAPITAL ARPT: Men and equip on fld during daylgt hrs. 40' lighted glide slope antenna pole 1050' approach end runway 4 and 400' NW runway centerline. Lighted localizer antenna shelter 1400' NE approach end runway 22. (3-7)
**STERLING ARPT: Abandoned. (4-27)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma andNewport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
AUBURN ARPT: A 910' (1780'MSL) lgtd TV twr being erected 3 n mi SSE (167°T) at lat 41-19-59, long. 85-03-07. (4-4)
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S.High angle mortar and artillery firing being conducted daily All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010° - 250° below 2500'. (8-18)
**DECATUR-HI WAY ARPT: Abandoned. (5-8)
ELKHART ARPT: N/S rnwy usable at pilot's discretion. (8-22)
EVANSVILLE-DRESS MEMORIAL ARPT: The tetrahedron tfc direction indicator perm withdrawn. Soon a lighted wind cone will be provided on hangar south of terminal building on west side of airport. (4-6) Runway 3-21 closed for repairs.(4-24)
FT. WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. (5-4)
FORT WAYNE-BAER FLD: Runway 4-22 now 7800ft - daylight operations, 6200' - night operations. 1600' extension not lighted. Due to non visibility tower unable to control traffic on first 500 ft of runway 9 and entire taxistrip leading to approach end of runway.
GARY MUNICIPAL ARPT: Construction on pole line southwest. Pole heights vary from 29 ft to 83 ft above ground. Four poles located nearest centerline of runway 2 will be 43 ft (633 ft MSL). (1-5)
GOSHEN-RADIO: DME coverage 46° - 145°, 35 nautical miles at 2300 ft; 172° - 310°, 35 nautical miles at 2100ft.
GREENSBURG ARPT: Regrading and seeding W half N/S rnwy - catuion. (5-14)
HUNTINGTON ARPT: Closed all operations - due soft fld. (3-18)
INDIANAPOLIS-SPECIAL NOTICE: Until May 31, aircraft flying locally in vicinity of Ind Indianapolis Speedway shall maintain altitude of at least 1500 feet, make all turns to the left and maintain a distance horizontally from boundary of speedway of at least 2000 feet. (4-22)

INDIANA: INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. Mar 19, en route radar control provided in vicinity of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility identified as Rockville Control. Primary trans & rcvg: 125.3, 319.8 mc. Secondary trans 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (3-13)

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical mi in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Landing Fee for multi-eng. acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. (2-6) Use runways and taxiways only. Parking in sod area at discretion of control tower. (5-14)

LAFAYETTE-RADIO: Severe roughness and scalloping VOR radials 100° clockwise 170°. About May 31, VOR will be decmsnd and recmsnd at lat 40-29-07, long. 87-00-37. Freq. will be changed to 112.0 mc. Monitoring category (1). Class: BVOR. (3-26)

LAFAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE - SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon - Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON - SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**PLYMOUTH ARPT: 135' lgtd water twr erected 1/2 mi E. (4-22)

ROCKVILLE-RADAR: En route radar control provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio. (3-13)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touch down point.

** 2230-0630 daily rnwy lgts avail. on req thru South Bend rdo.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700 xcpt Suns., holidays. Area boundary: N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON-RADIO: About June 4, VOR/DME will be shut down until approx June 25.

DAVENPORT MUN ARPT: E/W strip under const. (2-2)

**DENISON ARPT: Unicom. (4-18)

DES MOINES-RADIO: April 24, VOR/DME shut down until approx May 15.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

**ELKADER-MEYER ARPT: NW/SE rnwy perm clsd-plowed up. (4-30)

**ESTERVILLE ARPT: Unicom. (4-18)

LE MARS-WESTMAR COLLEGE ARPT: Land at own risk winter months. (12-5)

**MARSHALLTOWN-NIEDERHAUSER ARPT: Unicom. (4-18)

**MUSCATINE ARPT: Unicom. (4-18)

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft wide. (10-25)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**SPENCER ARPT: Unicom. (4-18)

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system. E/W rnwy clsd. (1-24)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying 12' - 25' above ground and surrounding arpt.

CALDWELL ARPT: About June 15, work will start on erection of a 278' (1421' MSL) lgtd rdo twr 13.1 n mi E (102°T) at lat 37-00-00, long. 97-19-05. (4-3)

**DODGE CITY MUN ARPT: Rnwy lgts installed on NW/SE rnwy. (5-9)

KANSAS: COFFEYVILLE-McGUGIN FLD: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: About June 5, work will start on erection of a 265' (2879' MSL) radio twr 2.5 n mi WSW (262°T) at lat 37-45-57, long. 100-01-55. (4-3)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28)

GARDEN CITY-NEW GARDEN CITY ARPT: Const of 40' poles 1700' NE of NE of NE/SW rnwy at lat 37-55-00, long. 100-43-00 - partially lgtd, unmarked. (2-6)

GOODLAND ARPT: NW/SE rnwy length 2850'. Extension on SE end under const. (1-10)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equipment near rnwys, days. (4-25)

GREENSBURG ARPT: About May 20, work will start on erection of a 265' (2680'MSL) lgtd rdo twr 9.9 n mi WSW (246°T) at lat 37-32-24, long. 99-28-02.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by 39-07, on W by long. 94-55, on N by lat 39-15 thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500 and 5500' MSL. (4-17)

LIBERAL ARPT: About May 20, work will start on erection of a 240' (3135'MSL) lgtd rdo twr 4.1 n mi NNE (350°T) at lat 37-06-47, long. 100-54-34. (4-3)

MEDICINE LODGE ARPT: About June 1, work will start on erection of a 278' (2065' MSL) lgtd rdo twr 8.5 n mi NE (47°T) at lat 37-21-21, long. 98-25-40. (4-3)

NEWTON—81 ARPT: Restricted services due to by-pass road const on N end of fld, with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All lndgs at pilots's own risk. (9-6)

OLATHE-SPECIAL NOTICE: Effective May 31, Caution Area C-198 is amended as follows: Bounded on the N by lat 38-12, on the E by Victor 161, on the S by Red Civil Arwy 105, and on the W by Amber 4.

**OSAWATOMIE-PAOLA ARPT: 220' (1220. MSL) lgtd mobile radiotelephone service antenna erected 5 n mi E (88°T) at lat 38-32-47, long. 94-49-29. (4-21)

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS-SPECIAL NOTICE: Deomiltion 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: About May 6, work will start on erection of a 228' (2294'MSL) lgtd rdo twr 11 n mi SW (229°T) at lat 37-34-33, long. 98-55-36. (4-3)

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked. (3-13)

SALINA-RADIO: VOR coverage 202-257°, 35 n mi at min en route alt. (2-2)

**SUBLETTE ARPT: About June 5, const begins on 240' (3159' MSL) lgtd rdo twr lctd 2 n mi SW (232°T) at lat 37-28-26, long. 100-51-09. (4-3)

TOPEKA-RADIO: About May 28, VOR/DME will be shut down until approx June 18. (4-10)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt excpt in emerg. Extreme caution - temp shelter for radisonde observations W of centerline N/S taxiway N of ctl twr. Use rnwys only. (4-23)

WICHITA ARPT: A concrete plant top structure 50' AGL and 100' (1417' MSL) antenna twr erected 3100' N of N end rnwy 1-19, mrkd, lgtd. 128' lgtd steel water tank erected 0.4 n mi ESE of SE corner of arpt; Mowing equipment on fld-days. Dirt pile 2' high 25' N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete area. Sod areas unsafe. Men, equipment on turf areas S end rnwy 1-19 - days. (5-4)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE rnwy clsd. Equipment on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoiding crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 122.5 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc or range voice channels. (8-20)

KENTUCKY: BOWLING GREEN RADIO: About May 28 VOR/DME will be shut down until approx June 15 - modernization. Freq change from 116.1 mc to 116.2 lmc. (3-26)

BOWLING GREEN-WARREN COUNTY ARPT: All lgts inop. (5-11)

KENTUCKY: CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

**LOUISVILLE-SPECIAL NOTICE: Effect. Mar 29, a 60 inch searchlgt installed on the roof of the Commonwealth Life Insurance Company lctd at lat 38-14-46, long. 85-45-31. This searchlgt bcn revolves at 1 rpm and is tilted upward 1° from the horizontal. A 300 millimeter electric hazard bcn in installed on the top of unit and an additional 1000 watt searchlgtd is directed toward Standiford Fld. The 60 inch bcn burns from dusk until midnight whereas the hazard bcn and directional course lgt opers from dark until dawn. (4-5)

✈LOUISVILLE-BOWMAN FLD-TOWER: May 8 trans and rcvr 121.5 and 126.18 mc cmsnd. Data rcvd too late for ANRA page. FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: Soon, ILS glide slope will be shutdown. All other components will remain in opern. (4-13) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. (12-22) Soon, rnwy 1-19 will be clsd, apch lgt sys shutdown for rnwy extension. Const equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman Fld.

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

PERRY PARK ARPT: Clsd - const. (3-2)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°.

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. (3-16) About June 6, VOR will be shut down until approx July 6. (4-25)

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (3-29)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)

BOSSIER CITY-RAINBOW ARPT: Closed. (3-12)

LAKE CHARLES-RADIO: VOR shut down - severe scalloping and bends. (4-19)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MINDEN-WEBSTER ARPT: New fld. under const. Lctd: 1 mi NW, lat 32-38, long. 93-18.

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. About July 11, VOR will be shut down until approx Aug. 11. (4-26)

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values
** in n miles in connection with radar control. About July 1, ASR will be shut down until approx Sept 1 (5-4) FLD: Lgtd 149' water tank erected approx 8300 ft. NE. Lgtd water tank erected 5 1/8 mi E. (5-14) Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. (8-10)

PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const, mrkd.

RUSTON ARPT: Const on rnwy extension S end of fld. (3-30)

SHREVEPORT-RADAR APPROACH CONTROL CENTER: About June 1, RAPCON will be cmsnd. Trans & rcvg freqs: 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8 and 289.4. Rcvg only: 3023.5 kc, and 122.5 mc. (5-10)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular -caution.

**SHREVEPORT-DOWNTOWN ARPT: 309' (584'MSL) lgtd rdo twr erected 5.9 n mi WNW (305°T) at lat 32-35-04, long. 93-50-42. (4-17)

LOUISIANA: WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (10-17)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft. (3-25)

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

**MILLINOCKET ARPT: Lgts rnwy 11-29 perm discontd. Rnwy lgts 16-34 inop. Apron clsd xcpt to lgt acft-thaw. Use rnwys only. (4-10)

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters. (3-29)

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. About May 14, VOR will be shut down until approx May 25 - modification. (1-5)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015° - 245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)

CHESAPEAKE BAY-SPECIAL NOTICE: Until May 31 - 1 hr before sunrise to 1 hr after sunset daily, ten moored kite balloons Chesapeake Bay Restricted area R-35. Vicinity lat 38-40, lnng. 76-32 to 2000'.

CUMBERLAND ARPT: Fld will be open by request during Sport Car Races on May 18th and 19th or in emerg. Will be opened the 20th only in emerg. (5-8)

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp. rescinded.

**HAGERSTOWN ARPT: Rnwy lgts installed E/W rnwy. Opers sunset-2400 Mon-Fri; Wk-ends sunset-2200. All taxi strips W of N/S rnwy clsd-parked acft. Taxi strips leading to City Hangar open to transient. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40-1 apch clearance line intersects rnwy. Use pilots' discretion.

LAYTONSVILLE DAVIS ARPT: Const - extending rnwy 900' at ENE end. (8-16)

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable. (4-2)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. FLD: Rnwy 5-23 clsd xcpt for taxiing and parking. (5-10)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4 L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd Terminal Bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lgtd. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502 ft. NE of the SW end of rnwy 4R and bar lights of alternating red and white units spaced at 100 ft intervals on the extended rnwy centerline extending from 42 ft to 1100' SW of end of rnwy 45. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower.

MASSACHUSETTS: CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)
FALMOUTH-CONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)
NANTUCKET-RADIO: About June 26, HH fac will be shut down for approx three days.
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle.
NORWOOD-MEMORIAL ARPT: Rnwy lgts inop.
REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4/18)
WESTOVER-RADIO: Precise receiver tuning required in vicinity Gardner intersection acct potential interference between Chicopee LF rng and Bedford MHW. (12-8)
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (11-11)
BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on east side usable.
BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)
BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg. only. (11-1)
CADILLAC-RADIO: About May 25, MHW will be discontd. (5-11)
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
**CHESANING ARPT: Lgtd bldg with 16' chimney being erected 180' N at lat 43-00,long 84-08.
CLIO-WESTPORT ARPT: Closed - due to thaw. (3-13)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 400' rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of Nat'l Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. for lgt acft only. (5-24) Rnwy 02-20 clsd to large twin eng acft 12,500 lbs gross weight xcpt on pilots request (5-14)
✈DETROIT-WILLOW RUN ARPT- TOWER: Effect. May 1, all inbound acft, if equipped with 121.3 mc and/or 124.9 mc will made their initial contact with apch ctl. The lndg rnwy, wind, altimeter setting, and visual reporting point to contact the twr will be issued by apch ctl. Acft apchg from an easterly direction use 124.9 mc; acft apchg from westerly direction use 121.3 mc. (4-24) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' fo Rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const. (3-29)
ESCANABA ARPT: E/W strip clsd durg winter months. (1-12)
FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)
GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under const. - clsd. (11-22)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. (11-28) Overrun S end rnwy 18L-36R clsd all tfc. (11-29)
GAYLING-McNAMARA ARPT: In event of snow 24 hr notice by telephone reqrd to insure plowed rnwy. (1-8)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)
IONIA COUNTY ARPT: Clsd to wheeled acft operns. (3-1)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd, from mrkrs to SE, mrkd, lgtd. Const E/W taxiway. Men, equip. on fld.
MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W Rnwy clsd. (2-27)
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Fld clsd to wheeled acft. Snow plow available only in emerg. (1-30)
ST. IGNACE-MACKINAC COUNTY ARPT: Fld open to ski-equipped acft only. (1-30)
SOUTH BRANCH-TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled aircraft. (1-19)
STURGIS-KIRSCH ARPT: Const on intsxns to both ends NE/SW paved rnwy, mrkd. (12-1)
WAYLAND ARPT: Closed - due snow.
WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution. (9-22)
MINNESOTA: ALEXANDRIA-RADIO: VOR/DME shut down until approx June 30. (5-10)
BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (4-4)
BENSON ARPT: New fld under const - clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39. (4-4)
CLARISSA ARPT: New fld under const - clsd all operns. Lctd 1.7 s mi SE at lat 46-07-long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (4-12)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld-days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.
ISLE ARPT: New arpt under const - clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450' x 180'. (4-4)
MINNEAPOLIS-AIR ROUTE TRAFFIC CONTROL CENTER: About June 1, trans & rcvr 132.3 mc will be decmsnd and 125.5 mc will be cmsnd. (5-9)
MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD) - TOWER: ASR-PAR will issue dist values in n miles in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
OWATONNA- ARPT: Unsafe for acft over 12,500 pounds. Sodded areas soft - unusable.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI:GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs, 30 mi. pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)
JACKSON-RADIO: About June 6, VOR will be shut down until approx July 6. (4-26)
McCOMB-PIKE COUNTY ARPT 8C, MSY-STL: ENE/WSW lndg strip clsd - reseeding.
MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
FARMINGTON-RADIO: April 16, VOR/DME shut down.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S Rnwys clsd.
JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down. (1-30)
JOPLIN ARPT: NW/SE rnwy clsd - const. (2-29)
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for runway 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution - men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc info prior entering Kansas City control zone. (4-24) FLD: 55'(976' MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08, long. 94-35. (11-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

MISSOURI: MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on official business or upon permission from Director of Military Training and Operations or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35, N to lat 38-54, long. 90-35, NNW to lat 39-00, long. 90-39, W to lat 39-00, long. 90-45, S to lat 38-55, long. 90-45, ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL.

★ST LOUIS-LAMBERT FLD-TOWER: Effective immediately all arriving acft with multiple freq on VFR flight, contact St Louis apch ctl on 119.5 mc on initial contact. (4-26) FLD: Const on first 1500' both sides of rnwys 12 and 30. Men and equipment on apch end rnwy 24 daylgt hrs only. Silos and trees 1700' from apch end rnwy 30 unlgtd and unmarked. Shoulders soft - caution. Rnwys, apchs rough and unusable. Grass area closed. (4-12)

ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs - mrkd. Aerobatic area for student training: bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (4-19)

ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

SPRINGFIELD-DOWNTOWN ARPT: SE/NW rnwy being extended. Acft approaching from SE extend touchdown NW of yellow boundary markers. (5-2)

VICHY-RADIO: About May 14, VOR/DME will be shut down until approx June 4. (4-10)

WEST PLAINS-SKY HAVEN ARPT: Caution-construction. Use at own risk. (5-4)

MONTANA: BILLINGS-RADIO: May 1, VOR/DME shutdown until approx June 1. During this period, following arwys will not be usable: V-2 Livingston to Miles City; V-19 Sheridan, Wyoming to Forest Grove, Mont. (4-30)

BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)

BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain. About June 4, VOR will be shut down until approx Aug 4. Freq will be changed to 113.1 mc. (5-14)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have limited usable dist in the signal shadow areas imposed by intervening high terrain.

**HELENA ARPT: Following gross weight restrictions in effect: rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwy 25 and 29 and first 200' of rnwys 25 and 29 clsd to acft of gross wt over 20,000 lbs. (4-3) Rnwys 7-25 and 2-20 restricted to 25,200 lbs wt limit.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

LINCOLN-RADIO: ILS glide slope shut down until approx May 25 - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (4-25)

OMAHA-RADIO: About May 28, VOR/DME will be shut down until approx June 20 - modernization. (5-8)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equipment crosses rnwys, taxi strips. Caution.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

**SIDNEY ARPT: 289' (4576' MSL) lgtd steel twr erected 6 n mi N (353°T) at lat 41-11-30, long. 102-59-34. (4-17)

WEEPING WATER-BROWN'S ARPT: S 600' N/S rnwy clsd - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-RADIO: About June 4, the Crystal FM on NE course, will be shut down until approx July 13, relctn to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V 8; V 21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. (4-30)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flight in certain areas. (2-2)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

NEEDLE PEAK BCN SITE #32, SFO-SLC: Inoperative. (12-30)

**PAHRUMP VALLEY-HIDDEN HILLS ARPT: Type: Limited. No fuel. (4-20)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain. (7-25)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition information is available by calling the N.H. Aero Comm 0830-1700, Mon-Fri., (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

LEBANON ARPT: No snow removal from rnwy 7-25. (2-1)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equipment testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW HAMPSHIRE: PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.
NEW JERSEY: ATLANTIC CITY-RADIO: About June 18, VAR will be perm decmsnd. (5-3)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip. on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)
BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
HACKETTSTOWN-BUDD LAKE ARPT: Closed. (4-13)
KEYPORT-WALLING FLD: Closed. (1-6)
MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)
MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)
NEWARK ARPT: All acft. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Taxiway B clsd to all operns and taxiway D west of taxiway A clsd. Taxiway lgts D between rnwy 22 and taxiway A inop - mrkd temp by red lgts - const. Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Taxiway from Bldg 1 to NE taxiway clsd, mrkd, lgtd. New taxiway N parallel to rnwy 11-29 from Terminal Bldg to apch rnwy 11 open, mrkd, lgtd. New bridge 275' high, 1000' S L.V. RR completed. Hangar construction lctd 600 ft. N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.
OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
**PATERSON-MURCHIO ARPT: Fld closed - moving to Morristown Arpt., N.J. (3-13)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod areas clsd - use paved areas only.
ROBBINSVILLE-TRENTON ARPT: Parachute jumping being conducted immediate vicinity at an altitude of 6500' daily between hours of 0430E and 2000E, weather permitting, from April 14, to May 15, 1956, incl. (4-13)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 F side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld days Const adj to all paved surfaces. Helicopter lndg area now lctd 700'S ctl twr, adj to W taxiway.(7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager. (10-18)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only. (2-8)
NEW MEXICO: CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (3-14)
CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwy 26L-8R clsd to all tfc. (4-30)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.
GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
NEW MEXICO: GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials usable 26 n mi.
ROSWELL-RADIO: Apr 24, VOR shut down until approx May 15 - modernization. (4-23)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6) April 17 VOR shut down.
BUFFALO ARPT-TOWER: About June 4, ILS will be shutdown for approx 4 days. (5-11)
**BUFFALO ARPT: E/W and N/S rnwys perm. clsd ngts.
**CROTON-CROTON ON HUDSON ARPT: Elevation: 348'. (4-24)
**DANSVILLE ARPT: 180' (1200'MSL) lgtd microwave twr erected 13.5 n mi N (1.0°T) at lat 42-48-45, long. 77-43-40. (3-26)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufactu rer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. (1-16) Fuel avail. transient acft. (4-5)
FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: May 27; June 10, 24; July 12,26; Aug 12,26; Sept 9, 23 - drag races. W end of the E/W rnwy will remain open.
GOUVERNEUR ARPT: Clsd winter month s. (12-18)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. About May 15, class will be changed to: SBMRA - DTXV. (5-2)
JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip on fld.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5)
MIDDLETOWN-RANDALL ARPT: Closed. (1-7)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
**NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J. Beginning the night of May 3 at 2000 and each night thereafter the Empire State Bldg searchlight bcns will operate until 0100 when the north, east and west lgts will be extinguished. S bcn pointing southward will remain on in fixed position until 15 minutes before sunrise. (4-27)
NEW YORK-RADIO: About May 15, INSACS presently lctd LaGuardia Fld, will move to Room 201, Hangar 11, N. Y. International Arpt, Jamaica 30, N.Y. Ctl and voice opern of La Guardia LF rng, Colts Neck, Caldwell and Wilton VOR rngs will be continued from the Idlewild lctn. In addition, control and voice opern of Idlewild LF rng will be activated by the New York INSACS using the voice call "Idlewild Radio". Class of Idlewild rng will be changed from SMRA to SBMRA-DTXV. Standard INSACS bdcast services will be provided simultaneously on all of the above ranges. All other transmitting and rcvg freqs will remain as currently published for the New York INSACS. (5-2)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - t axiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail taxiing only. (4-2) Taxiway H now in opern. (4-12)

NEW YORK: NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft euipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Closed to jet propelled acft.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. N end N/S rnwy used for taxiing. Only NW/SE rnwy open to tfc. Shoulders on SE end NW/SE rnwy soft. No ngt flying permitted.

NIAGARA FALLS ARPT-TOWER: About May 31, trans and rcvr 121.9 mc will be decmsnd and 121.7 mc cmsnd. Class: C(g.7). FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S.

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - construction.

OGDENSBURG ARPT: E/W rnwy closed - construction.

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24) About June 4, VOR/DME will be shut down until approx June 11. Freq change from 112.9 mc to 116.7 mc.

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of Hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'.

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, between 0730-1615, Mon-Fri. Blast shock & flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet interceptor acft using left hand pat at 1878'MSL.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt.

WHITE PLAINS-WESTCHESTER COUNTY ARPT: 1st 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hours within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA: **ALBEMARLE ARPT: 152'(657'MSL) lgtd rdo twr erected 1.5 n mi NE (52°T) at lat 35-21-38, long 80-10-39.

**ASHEVILLE-OWENS ARPT: Reinstated. Type: L. Lat 35-34, long. 82-34. Lctn: 2.3 SSW. Elev: 1979. No of rnwys: 1. Lngst rnwy & facs: 30. Remarks: Rgt tfc E. E, W blkd.

CHARLOTTE-DOUGLAS ARPT: During taxiway const, rnwy 11-29, N/S taxiway S of rnwy 5-23, and taxiways between rnwys 23 and 29 and between N/S taxiway and rnwy 29 closed to all operations. Abandoned 75'ctl twr 1000' E of rnwy 18-36 on SE side of arpt not obstn lgtd.

**GASTONIA-LYNWOOD ARPT: Type: L. No fuel. Irregularly attended.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down until approx July 4-relctn. (3-8) Glide slope flyable to 20' above rnwy. No touchdown point.

HICKORY-RADIO: Visual courses unusable within 9 nautical miles of stn acct scalloping and bends.

NORTH CAROLINA: KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corporation. Two-way rdo rqrd.

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. VOR radials 80° thru 100°, 125° thru 145°, 175° thru 290° unusable acct excessive roughness and bends.

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.

**REIDSVILLE MUN ARPT: Reinstated. Type: P. Lat. 36-19, long 79-37. Lctn: 3.0 SE; Elev: 822. No. of rnwys: 3. Lngst rnwy & facs: 25; Fuel: F1. Rem: P-line SE.

SALISBURY ARPT: Boundary lgts inoperative.

**SOUTHERN PINES-PINEHURST-SOUTHERN PINES ARPT: Unicom.

**WADESBORO ARPT: Abandoned.

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. About May 28, MH fac will be shut down until approx June 4-relctn to lat 34-16-14, long 77-54-43. About June 18, VOR will be shut down until approx July 18.

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt boundary. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. Open drainage ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27.

NORTH DAKOTA: **DEVILS LAKE-BELL ARPT: Abandoned.

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side.

FUNSTON-SPECIAL NOTICE: A temp controlled firing area is established as follows: Name: Funston, North Dakota. Description: Bounded on the N by lat 48-00, on the S by lat 47-55, on the W by long 100-08, on the E by long 100-00. Altitude: Surface to unlimited. Time of Use: Continuous. Activities: Artillery, mortar, rocketry and small arms firing. Controlling Agency: Adjutant General, State of North Dakota, Frame Barracks, Bismark, North Dakota. Effective dates: June 2nd thru June 16, 1956.

MINOT-RADIO: About June 1, VOR will be shut down until approx Aug 1-modernization.

MINOT-PORT O'MINOT ARPT: Several unmrkd and unlgtd 29' poles erected 1900' NW end of NW/SE rnwy. 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W runway.

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5°E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. FLD: Non-controlled area bounded by arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron Ohio acrobatic--camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.

CANTON-MARTIN ARPT: Closed May 31 to September 1, 1956- construction.

**CHARDON ARPT: Unicom.

CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60°-150°, 35 n mi at min en route alt. (1-14) About June 18, VOR/DME will be shut down until approx July 6 - Modernization. Freq change from 115.6 mc to 115.4 mc.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution-men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas -flagged and lighted.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr.

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

OHIO: CLEVELAND-HOPKINS ARPT-TOWER: About June 4, ILS will be shut down until approx June 14. Glide slope relctd to 1136' from apch end of rnwy 5L and 500' NW of its centerline. FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' const derrick 1900' off apch and 900' left of centerline rnwy 5L - lgtd. (3-22)

**CLEVELAND-LAKEFRONT SEAPLANE BASE: Open for season. (4-20)

COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35°-50° and 305°-345°. About June 4, LF rng will be shut down for about five days - use for Homing only. (5-7)

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt ctl zone. Entering ctl zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27 - a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. (12-6)

DAYTON ARPT: Caution when apchg arpt as fluorscent street lgtg paralleling S boundry of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (-52)

DAYTON-MONTGOMERY COUNTY ARPT: Closed - construction. (5-9)

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld. (7-17)

**HUDSON-MID CITY ARPT: 228' (1493' MSL) lgtd rdo twr erected 3.9 n mi WSW (257° T) at lat 41-12-57, long. 81-31-14. (4-2)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°), 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton Unicom for wind and field conditions. (4-30)

PUT-IN-BAY ARPT: Caution - blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton Unicom.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.

WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below
** 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const - deep ditches 300' SE apch end rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32.

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

OKLAHOMA: **ALTUS ARPT: Rnwy lgts on request. (5-1)

ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

OKLAHOMA: BUTTE ARPT: Rnwy 2-20 lgts inop - clsd ngt air carrier operns only. (5-1)

DUNCAN-HALLIBURTON ARPT: Men and equip. on fld. Use caution. (7-15)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed.

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

HOBART ARPT: Rnwys 17 and 35 clsd - resurfacing. Caution - men, equip. on fld.

McALESTER-RADIO: About June 16, VOR will be shut down until approx Aug 18. (4-26)

MANGUM-PONDER ARPT: Closed. (3-2)

OKLAHOMA CITY-TULAKES ARPT: Lgtd drilling derrick erected 4.8 n mi S (172° T) at lat 35-27-00, long. 97-39-00. (3-23)

OKLAHOMA CITY-WILEY POST ARPT: New 2640' E/W rnwy on S end of fld - usable. N/S, NE/SW, NW/SE and old E/W rnwy perm clsd.

PONCA CITY-RADIO: May 7, VOR shut down until approx May 28. Freq changed from 117.3 mc to 113.2 mc. (5-6)

RENFROW-SMYRCKA ARPT: About May 14, work will start on erection of a 240' (1569' MSL) lgtd rdo twr 6.9 n mi NW (302° T) at lat 37-02-36, long. 97-53-48. (4-3)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes. (11-30)

TULSA-RADIO: VOR radials 270°-315° have severe bends for a radius of 5 mi out. (4-7)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy 3R-21L daylgt hrs only.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd to 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

**BEAVERMARSH, SITE 73, RIV-DLS: Open to all acft. (4-20)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE ARPK: Effective June 30, fld will be abandoned. Housing and street const adj SE end of rnwy. 45' unlgtd poles, 750' SSE end rnwy. (4-20)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N/S taxiway closed. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45' - caution - equip. crossing rnwys. (8-1)

**LA GRANDE ARPT: 204' lgtd rdo twr erected 5.0 n mi NW (312° T) at lat 45-19-45, long. 118-04-00. (4-12)

MADRAS-SPECIAL NTOICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

**NEWBERG-SPORTSMAN ARPT: Unicom. (10-10)

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

**PORTLAND-TROH'S SKYPORT ARPT: Unicom. (10-10)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in the signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

SCAPPOOSE-COLUMBIA COUNTY ARPT: Drag races will be conducted May 27, June 10 and 24, July 8 and 22, August 5 and 19, Sept 1, 2 and 3, Oct 14.

OREGON: THE DALLES-RADIO: VOR figt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys-hazardous. (4-8)
TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.
WARRENTON-SPECIAL NOTICE: Effect. June 16 thru 30 inclusive a temp controlled firing area will be established: Name: Warrenton, Oregon. Description: North boundary: lat 46-10-04, East boundary: long. 123-55-45; South boundary: lat 46-01-00; West boundary: long. 124-20-00. Altitude: Surface to 20,000' MSL. Time of Use: 0800-1700 daily. Activities: Drone operations, AAA firing. Controlling Agency: Oregon National Guard, Camp Clatsop.
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
**ALTOONA-BLAIR COUNTY ARPT: 34' p-line erected 1400' S end of N/S rnwy in line with E bndry fld-unmrkd. (2-29) Unlgtd p-line erected from unlgtd hangar approx 250' NE of rnwy intsxn to bldg lctd approx 1000' NE of rnwy intsxn.
BRISTOL-3M AIRPORT: Caution-const equip. on S apch N/S rnwy-hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily Mon-Fri, 0800-1700. N bndry-lat 40-01-00, S-lat 39-59-30, E-long. 77-47-00, W-long. 77-49-00.
CLEARFIELD ARPT: Closed. (2-2)
DU BOIS ARPT: Closed. (6-10)
ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh, Elev: 1229' MSL. Class: BVOR. (4-13)
EMLENTON ARPT: Closed. (2-16)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.
ERIE-PORT ERIE ARPT-TOWER: All components of ILS, xcpt MM and LMM shut down until approx May 29. Lclzr relctd 800' from end of new 400' extension to rnwy 6. (5-11) FLD: Usable length NE/SW rnwy now 5000'. (4-13)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm lat 39-47-37.5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000'S apch end rnwy 35-mrkd days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking.(4-5)

PENNSYLVANIA: PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (2-2)
PHILIPSBURG-ALBERT ARPT: Caution-hvy equip. W of intsxn and N side E/W strip.
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. (10-28)
PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS glide slope shut down. (3-7) FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men, equip working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two ft trenches lctd 5 to 30 ft from edges and ends all rnwys and taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consists of green bar lgts across the rnwy at the threshold and 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. Lgts are variable in brightness and controlled by the Allegheny Twr. Brightness settings are determined by prevailing wea conditions.
PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
PITTSBURGH (UNION)-RADIO: About May 25, MH fac will be decmsnd. (5-1)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. Soon VOR will be shut down until approx May 28 - modification. (1-5)
STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265° at min en route alt.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
TOWANDA ARPT: Closed-flooded. (3-8)
WARREN ARPT: Caution-unsafe due to flood. (3-21)
WASHINGTON ARPT: Clsd to transient acft.
WAYNESBURG-GREENE COUNTY ARPT: Runway lgts inoperative.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution-NW/SE strip under const.
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00. Effect. May 31, Warning Area W-132 to be amended as follows: Name: Charleston, S. C., Description: Beginning at lat 32-43, long. 79-48; thence to lat 32-20, long. 78-44-42; thence to lat 32-00, long. 78-51-12; thence to lat 32-00, long. 80-33; thence to lat 32-26, long. 80-18; thence along a line 3 n mi from and parallel to the coast line to the point of beginning. Altitude: Surface to unlimited. Time of Use: Continuous. Activities: Air-to-air and air-to-water gunnery. Controlling Agency: Com. Mine Force Atlantic Fleet, Charleston, S. C.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths (11-4) About June 16, VOR will be shut down until approx August 19. (4-26)
CHARLESTON-AFB/MUNICIPAL ARPT: Rnwy 3-21 clsd. Heavy equipment and construction vicinity intersection runways 3-21 and 15-33. (4-9)
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. (4-10)
GEORGETOWN-COUNTY ARPT: Beacon, obstruction and all landing area lights inoperative. (5-9)
**LANE ARPT, SITE 24, JAX-RIC: WNW/ESE runway perm closed. (5-11)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

SOUTH CAROLINA: MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: Closed - construction. (5-10)
NICHOLS ARPT: Caution - const. (2-24)
**ORANGEBURG ARPT: Bcn & rnwy lgts operg sunset-sunrise. (4-18)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwy inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
**MARTIN-BENNETT COUNTY ARPT: Abandoned. (4-11)
MILLER ARPT: Open only to ski-equipped acft. (2-1)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE ARPT: Rnwy 17-35 operation normal. (3/21/56)
✱RAPID CITY-RADIO: May 3, VOR relctd and cmsnd. Freq: 116.5 mc. Lctd lat 43-58-34, long. 103-00-44. Elev: 3154'. Bear., dist: 320°, 4.5 mi. Monitor. category (1). Class: BVOR. No change in ident.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BROOKS-RADIO: May 11, H fac flgt-checked, opern normal. (5-14)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. Soon VOR will be shut down until approx June 7. (4-9)
CROSSVILLE-RADIO: May 1, VOR/DME flgt-checked, opern normal. (5-2)
DYERSBURG ARPT: Rnway lgts inop. (4-13)
GRAHAM-RADIO: May 7, VOR shut down until approx June 7. (5-9) Temp. MEA Jackson, Tenn to Nashville via V-16, 3000'. Muscle Shoals to V-16 via V-7, 4000'. Bowling Green Ky. to V-16 via V-57, 6000'. Dyersburg, Tenn to Graham via V-140S unusable. Jackson to Graham and Graham to Crossville via V-16S unusable. (5-10)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
**KNOXVILLE-McGHEE-TYSON ARPT: Rgt tfc rnwy 22R. (5-3)
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control. (8-15)
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270° 35 n mi at MEA. (12-16) About June 6, VOR will be shut down until approx July 6 - modernization. (4-25)
NASHVILLE-BERRY FLD: Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. Temp. 115' lgtdtwr lctd 2500-3000' SE on centerline rnwy 15-33.
TRI-CITY-RADIO: April 11, VOR/DME shut down until approx May 31. The following intersections re-established: Roan Mountain int 007° radial Asheville, N. C. VOR & SE course Tri-City LFR, Hilton int 327° bearing Tri-City LFR and 054° radial Knoxville VOR, Yuma int 290° bearing Tri-City LFR and 054° radial Knoxville VOR. (5-9)
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping. (1-20)
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE MUNICIPAL ARPT: Bndry lgts rnwy 13-31 inop.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO-RADIO: About June 18, VOR will be shut down until approx July 18. During shutdown, Amarillo intersection estab using Lubbock 357° radial and V-12 or V-140 : adjacent stn arwy radial. MEA Lubbock to Amarillo intersection via V-81 12,000' MSL. MEA Tucumcari to Amarillo intersection via V-12 12,000' MSL. MEA Amarillo intersection to Dalhart via V-114 12,000' MSL. MEA Amarillo intersection to Gage via V-12 12,000' MSL. MEA Amarillo intersection to Sayre via V-140 12,000' MSL. MEA

TEXAS: Amarillo intersection to Childress via V-114 12,000' MSL. (5-3)
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) About May 14, LOM will be shut down until approx June 8 for conversion to an MHW. Upon resumption, will be called Tradewind, freq 338 kc; ident: TDW Concurrent with cmsng of Tradewind MHW the St. Francis MHW will perm decmsnd.
AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. (1-13) Neon apch lgt sys inop. Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5) serving Corpus Christi NAS, inop. (12-9)
BEAUMONT - RADIO: April 3, VOR shut down approx May 16 - modernization. (5-11)
**BEEVILLE-TRAVLAND ARPT: Lat. 28-25, long. 97-46. Elevation: 290'. (4-24)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
**BORGER-CLEARVIEW ARPT: 101' (3534' MSL) rdo twr erected 10.0 n mi SW(227°T) at lat 35-31-17, long 101-38-22. (4-16)
BRYAN AFB-RADIO: VHF/DF unrel inbound 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.
**CONVERSE-HEDRICK ARPT: New fld. Type: P. Lat. 29-30, long. 98-25. Lctn: 8 NE San Antonio. Elev: 750'. No. of rnwys: 1. Lngst rnwy & facs: 21-S5. Fuel: F3. Remarks: Fence across north end. (3-21)
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
DALLAS-LOVE FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (3-16)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
DUMAS ARPT: New arpt, lctd 1.5 mi W of City with one paved NNE/SSW rnwy 4400' long, opened to tfc. (6-15)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) For-mation take-offs prohibited. (2-1)
FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120° - 130° restricted beyond 20 mi acct scalloping. (2-14)
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-SPECIAL NOTICE: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615, approx 12.2 n mi E.
HOUSTON-RADIO: VOR radial 306° unreliable. (5-9)
HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder NW/SE rnwy. Men and equip. on sod area between new terminal apron and the E/W, NE/SW and NW/SE rnwys. Stay on pavement. (10-25)
**IRVING-JAP LEE-AIRSTRIP: New fld: Type: P. Lat 32-51, long 96-57. Lctn: 3 mi N. Elev: 520'. No. of rnwys: 3. Lngst rnwy & facs: 17. Fuel: F1. (9-18)
JASPER COUNTY ARPT: Beacon inop. (1-11)
JEFFERSON-(CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)

TEXAS: ✱JUNCTION-RADIO: May 11, VOR flgt-checked, opern normal. Freq changed to 116.0 mc. Data rcvd too lat for inclusion on ANRA page.
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)
KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)
LAREDO-RADIO: March 3, VOR shut down.
LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' E of centerline N/S rnwy, 500' S of N taxiway. (12-16)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs. (1-24)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINEOLA-WISENER ARPT: Rough - use extreme caution. (4-25)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. March 20, VOR shut down until approx May 22 - modification. (3-20)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (9-1)
PALACIOS-RADIO: About May 15, VOR will be shut down until approx July 17. (5-8)
**PALACIOS BCN SITE 9, CRP-HOU: May 1, beacon discontinued. (5-2)
PERRYTON ARPT: Bndry and bcn lgts inop. (4-26)
PT. ISABEL ARPT: Unattended. No fuel or services. (4-2)
QUITMAN-RADIO: About May 7, VOR will be shut down until approx June 4-modernization.
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
ST. FRANCIS-RADIO: About June 8, MHW will be perm decmsnd. (4-26)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'; April 19, VOR shut down until approx June 25 - modernization. Concurrent with shut down, Salt Flat int estab using El Paso 080° radial and V-94 adj stn arwy radial. MEA El Paso to Salt Flat Int via V-16 10,800'MSL. Salt Flat int to Gore Int via V-16 14,000'MSL. Gore Int to Wink published MEA. (4-19)
SAN MARCOS ARPT: Clsd - construction. (4-9)
**SHERMAN ARPT: N/S rnwy length now 4000'. (4-25)
SULPHUR SPRINGS-RADIO: About June 16, VOR will be shut down until approx Aug 18.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only.
**WINK, 18, ELP-FTW ARPT: Rnwy lgts 4-22 and 17-35 perm decommissioned and clsd to ngt operns. (4-12)

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
JORDAN NARROWS-SPECIAL NOTICE: Temporary Controlled Firing Area is amended as follows: Time of Use: June 3 to 24, 1956 inclusive.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

UTAH: SALT LAKE CITY-RADIO: About May 15, VOR will be shut down until approx June 15. The following arwys will not be usable during shut down. V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger. (4-17)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi, 40°- 50°, 30 n mi, 50° - 85°, 40 n mi; at 13,000'MSL from 140° - 155°, 35 n mi, and 275° - 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition information available by calling Vt. Aero Comm (tel. Capital 3-2311 ext. 808) 0830-1630, Mon - Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Capital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd, obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000'; all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About June 11, LFR will be shut down for approx five days - use for homing only. (4-24)
**RUTLAND ARPT: Unicom. (8-25)

VIRGINIA: BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equipment in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information. (12-28)
BRIDGEWATER-SHEN-MEYER ARPT: Fld soft when wet during winter months.
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under construction. (11-7)
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS discontd - Martinsburg, W.Va. will control VOR and LF rngs. Auto. wea trans entered on Service A. (2-7)
GORDONSVILLE-RADIO: VOR shut down until approx May 6. (4-25)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS FLD: Now open for season. (4-4)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. About June 18, VOR/DME will be shut down until approx Aug 3. (4-13)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55°, 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft required to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)
**RICHMOND-NORTHFIELD ARPT: Unicom. (4-23)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equipment adj all rnwys and taxiways - caution.
WILLIAMSBURG-COLLEGE ARPT: Caution - NE/SW rnwy under const. Men, equipment on rnwy all hrs. (4-19)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable distance of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end of NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

WASHINGTON: EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs. (2-23)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad;5000' all other qu ads. (11-1)

MT. CATHERINE BCN SITE #4, SEA-HLN: Bcn inop. (2-16)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275° - 340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

SEATTLE-RADIO: VOR radial 158° unusable for inst r apch. (3-15)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'. (3-15)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr - caution.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. (8-17) Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 16-34 north 1200' and taxiway north of WAL hangar clsd 0700-1800 Mon thru Fri. (4-27) Effect May 29, rnwys 7-25 and 11-29 will be clsd. Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be clsd to all 4-eng acft. (5-4)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-CALKINS ARPT: Rnwys N/S and E/W closed. (8-30)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 260°-280°, unreliable; 280°-330°, 40 n mi at 9000'; 330°-110°, 50 n mi at 9000'. Effect. May 7, request all VFR tfc arriving Geiger Arpt or utilizing apch facilities to Geiger for practice purposes make initial rdo contact with Spokane apch control on appropriate apch ctl freq in lieu of contacting Geiger twr. Contact Geiger twr lcl ctl freq approx 5 mi from arpt unless instructed otherwise. (5-4) FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21. Rnwy 7-25 and taxiway between National Guard Area and rnwy 34 clsd - repairs.

TACOMA ARPT: Rnwys being repaired. Roller and other equipment on fld and rnwys. Caution - land according to wind tee between rnwys. (1-26)

WASHINGTON-DEER PARK ARPT: E/W rnwys clsd on alternate Sundays - drag races.(4-9)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA:**BECKLEY-RALEIGH COUNTY MEMORIAL ARPT: Five 90' lgtd poles 1 mi E rnwy 28.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. May 7 VOR/DME shut down until approx June 8 - modernization. (5-7)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (2-24)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35n mi at 2500';95°-150°,35n mi at 2000'.

WEST VIRGINIA: MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Constr under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: CABLE-UNION ARPT: Closed. (1-14)

FOND DU LAC SKYPORT: Caution in snow. Rnwy sides soft wet seasons. (4-9)

GREEN BAY-RADIO: About June 1, VOR will be shut down until approx Aug 1 - modernization. (5-1)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

MADISON-TRUAX FLD: Caution, crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin' Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd - const - marked with yellow barricades and flares ngts. (4-23)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-9) All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. (1-9)

WAUKESHA-COUNTY ARPT: Rnwy lgts being moved from NE/SW rnwy to E/W. Do not land NE/SW rnwy. (11-3)

WOODRUFF-ARBOR-VITAE RADIO: Privately owned MH fac shut down. (Except on req).

WOODRUFF-ARBOR VITAE ARPT: Clsd winter months. (11-9)

WYOMING: CAMP GUERNSEY: A temp controlled firing area is established as follows: Name: Camp Guernsey, Wyo. Description: Beginning at lat 42-16-00, long. 104-42-00, thence to lat 42-12-00, long. 104-42-00, thence to 42-12-00, long 104-45-00, thence to 42-16-00, long. 104-45-00, thence to point of beginning. Altitude: Surface to 6,000 ft.MSL. Activities: 155 mm and 105 mm Howitzer firing max of 15 rounds each day. Time of Use: Daily, 1000 - 1700 hours(MST). Controlling Agency: Adjutant General, Wyoming National Guard, Cheyenne, Wyoming. Effective dates: 15 and 16 June 1956.

CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.

**CASPER-NATRONA COUNTY ARPT: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29) 190' lgtd rdo twr erected 6.5 n mi ESE (133°T) at lat 42-51-22, long. 106-21-41. (4-6)

GILLETTE ARPT:50-75' W shoulder1500' from N end N/S strip soft - clsd to hvy acft.

JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of F/W in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)

KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet. (11-6)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed. (4-12)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000.

ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution. (10-4)

PUERTO RICO: SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2,3,4 and and 5 on N departure ramp not fully visible from twr. Caution. (6-7)

VOR RECEIVER CHECK SIGNALS

✓ Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., -Civil Memorial (Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Asheville, N.C., -Asheville-Henderson-ville
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Big Spring, Texas
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI.
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Mont.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Chicago, Ill., Hammond
Coalinga, Calif., Coalinga
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Cut Bank, Mont.
Daggett, Calif., Daggett Int.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Denver, Colo.
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evansville, Ind., Dress Memorial
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Smith, Ark.
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mex.
Great Falls, Mont.
Greensboro, North Carolina
Hill City, Kansas
Hobart, Oklahoma.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Tex., Andrau
Houston, Tex., Ellington AFB (Houston VOR)
Hutchinson, Kansas, Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Mich., Reynolds Field
La Junta, Colo.
Lamoni, Iowa, Lamoni
Las Vegas, N. Mex.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lufkin, Texas
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l (Wold-Chamberlain)
Minot, N. Dak., Port O'Minot
Modesto, Calif., Modesto
Modesto, Calif., Stockton Fld.
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Missouri
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Peoria, Ill., Greater Peoria
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Pocatello, Idaho, Phillips
Pontiac, Ill.
Portland, Oregon, Portland Intn'l
Poughkeepsie, N.Y.- Dutchess Co.
Prescott, Ariz.
Presque Isle, Me., AFB
Pueblo, Colo., Pueblo Memorial
Raleigh, N.C., Raleigh-Durham
Red Bluff, Calif., Municipal
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mex.
Russell, Kansas
St. Louis, Mo., Lambert
Salina, Kansas
Salinas, Calif.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah. No. 1
San Diego, Calif. Lindbergh
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Thurman(Akron VOR) Colo.
Tucson, Arizona
Tyler, Texas, Pound Fld.(Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
Waco, Texas
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester Co.
Wichita, Kansas, Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Winston-Salem, North Carolina
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

Out of Alphabetical Order
Crestview, Florida
Fayetteville, Arkansas
Harrisburg, Pa.
St. Joseph, Mo., -Rosecrans Memorial
Sayre, Oklahoma, Sayre
Tampa, Fla., International
Topeka, Kans., -Philip Billard

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas-Alice Municipal
Allentown, Pa., Allentown-Bethlehem Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Blythe, Calif., Site 21, LAX-PHX
Boston, Mass., Logan
Bowling Green, Ky., Bowling-Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbia, S. C., Municipal
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Dodge City, Kansas
Dothan, Ala., Dothan

Duluth, Minn.
Dyersburg, Tenn.
Eau Claire, Wisc.
Elmira, N.Y., Chemung County
Emporia, Kansas
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Myers, Fla., Page Field

Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Greenwood, Miss., Greenwood Mun.
Helena, Mont.
Hobbs, N. Mex.
Houston, Texas
Huron, S. Dak., Howes
Indianapolis, Ind., Weir Cook
Jackson, Miss., Hawkins Fld.
Jacksonville, Fla., Imeson
Jamestown, N. Dak., Municipal
Johnstown, Pennsylvania
Joliet, Ill.
Junction, Tex., Kimble County

Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisc.
LaFayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramie, Wyo., Brees Field
Laredo, Texas
Las Vegas, Nev., McCarran Fld.
Las Vegas, New Mexico
Lawton, Okla., VOR
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Los Angeles, California
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marfa, Texas, Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Milwaukee, Wisc.
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, West Virginia
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
New Bern, N. C.
New Orleans, La., Moisant
North Platte, Nebr., Lee Bird
Oklahoma City, Oklahoma
Olympia, Wash.
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Peoria, Ill., Greater Peoria
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Pittsburgh, Pa., Allegheny Co.
Ponca City, Oklahoma
Pontiac, Ill.
Quincy, Ill., Baldwin Quincy
Red Bank, N. J.

Redmond, Ore., Roberts
Reno, Nevada
Rochester, Minn. Lobb
Rochester, N.Y., Monroe Co.
Rock Springs, Wyo.
Rocky Mount, North Carolina
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International

Santa Barbara, California
Santa Fe, N. Mex. (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph County
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Missouri
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Texarkana, Arkansas
Thermal, California
Topeka, Kansas, Philip Billard
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaf
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C., Washington National
Waterloo, Iowa
Watertown, S. Dak.
Wausau, Wisc., Alexander
West Lafayette, Ind., Purdue
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas., Sheppard AFB (Lawton VOR)
Wilmington, N. C.
Wink, Texas, 18 ELP-FTW
Youngstown, Ohio

Out of Alphabetical Order
Fillmore, California
Key West, Fla., Boca Chica
Key West, Fla., Key West Intn'l
San Francisco, Calif., San Francisco
Terre Haute, Ind., Hulman

(15 May 1956)

Temporary Controlled Firing Area – Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area.

Designated Altitude – Surface to 15,000 ft. above terrain.

Time of Use – Daylight hours only during period of June 3-24, 1956 inclusive

Activity – Artillery firing

Using Agency – Utah National Guard

Firing to be conducted in accordance with the following restrictions:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.

2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than scattered clouds and when visibility is at least 10 miles.

3. No projectile shall enter or pass through any clouds.

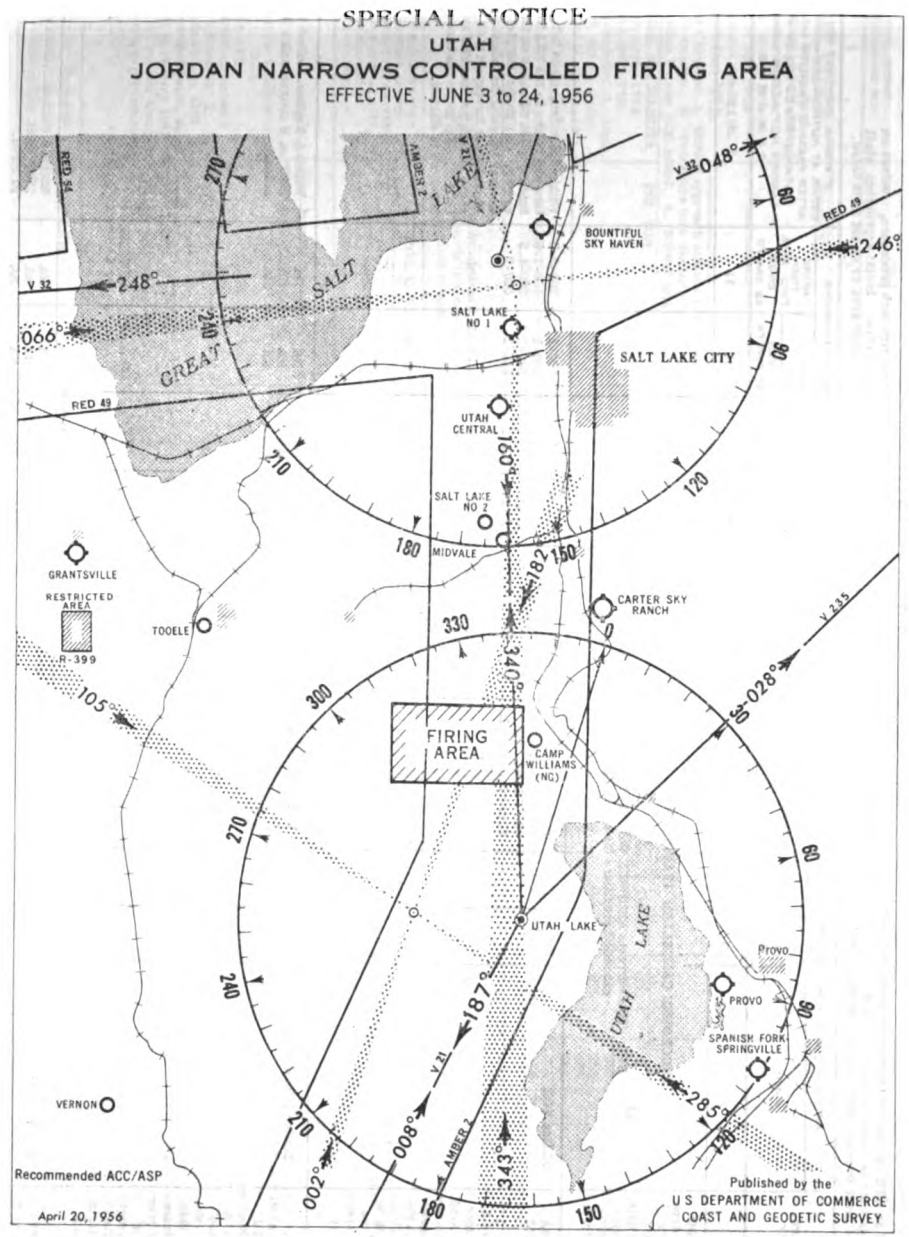
4. All firing to be conducted to the west.

5. The nearest Civil Aeronautics Administration Interstate Airways Communication Station (Salt Lake City INSAC) shall be advised at least 24 hours in advance of firing activities in order that adequate NOTAMS may be issued. During all scheduled periods of firing, as evidenced by the issuance of a NOTAM, the Civil Aeronautics Administration Interstate Airways Communication Stations at Salt Lake City and Delta, Utah will suggest to all aircraft contacting them that the aircraft follow the east side of the south course of Salt Lake Radio Range while in the vicinity of the Controlled Firing Area.

6. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

7. Provision will be made for the placarding of all airports in the vicinity of Jordan Narrows, particularly small airports, sufficiently in advance to warn area and transient private pilots of the controlled firing area and the dates of its utilization.

8. Notice of firing will be broadcast by INSACS in the area at the time weather forecasts are transmitted.



Revisions to Instrument Approach Procedures (DISTANCES ARE IN NAUTICAL MILES)

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
AKRON, COLORADO CAA Intermediate Arpt. 4585 SBMRAZ-DTV Procedure Number 1 Original Effective date: 23 April 1953 Major Change: Cancels procedure issued on Form ACAN-1725	PROCEDURE CANCELLED 12 APRIL 1956 NOTE: This corrects AIRGUIDE Vol. 11, Number 4, dated 1 May 1956, page 68 which cancelled procedure for Akron, Ohio, in error.										
DAVENPORT, IOWA Municipal Arpt. 753 SBRAZ-DTV-MLI Procedure Number 1 Amendment Number 3 Effective date: 16 June 1956. Supersedes Amdt. No. 2, dated 21 January 1956. Major Changes: 1. Missed approach revised to prevent conflict with aircraft holding on the back course of the MLI ILS. 2. Conversion of statute to nautical miles.	Moline VOR	236 18.3	2300	S side W crs. 265 - outbnd 085 - inbnd 2000 within 10 mi.	1300	040 2.3	T-dn C-dn S-dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1.5 800-2	**Within 2.3 miles, make left turn and return to the MLI LFR holding within 20 miles on the W course. CAUTION: Official weather information indicating conditions at Davenport at or above minimums specified must be obtained prior to the time a let-down is started.**
FRESNO, CALIF. Fresno-Chandler Arpt. 277 SBRAZ-DTV FNO Procedure Number 1, Amendment No. 5 Effect: 16 June 1956 Supersedes Amdt. No. 4, dated 23 July 1955. Major Changes: Raise minimum altitude over facility and landing minimums; all changes made to meet obstruction clearance criteria, (460' tower one half mile S of range.)	Bowles Intsxn (Final)	316 10.0	1000	W side SE crs. 136 - outbnd 316 - inbnd 1500 within 10 mi. Procedure turn W side for more favorable terrain.	1000	036 0.9	T-dn C-dn A-dn	300-1 700-2 800-2	NA NA NA	NA NA NA	**Within 0.0 miles...climb to 2000' on W course within 20 miles.**
Procedure Number 2 Amendment Number 6 Effect: 16 June 1956 Supersedes Amdt. No. 5, dated 14 May 1955. Major Changes: Raise minimum altitude over facility and landing minimums; all changes made to meet obstruction clearance criteria, (460' tower one half mile S of range.)	Bowles Intsxn.	316 10.0	1900	S side of W crs. 272 - outbnd 092 - inbnd 1900 within 10 mi.	1000	036 0.9	T-dn C-dn A-dn	300-1 700-2 800-2	NA NA NA	NA NA NA	**Within 0.0 miles...climb to 1500' on SE course within 20 miles.**
HICKORY, N. C. Municipal Arpt. 1180 HKY VAR Procedure Number 1 Amendment No. 4 dated 2 February 1953.	PROCEDURE CANCELLED 16 MAY 1956. FACILITY UNUSABLE.										
NEW YORK, N. Y. LaGuardia Arpt. 20 SBRAZ-DTXV LGA Procedure Number 1 Amendment No. 5 Effect. date: 16 June 56 Supersedes Amdt. No. 4 dated 22 October 1953 Major Changes: Alternate missed approaches added.	Port Chester FM (Final)	223 13.9	*1000	N side NE crs. 043 - outbnd 223 - inbnd 1500 within 10 mi.	*1000 (*800 authorized after New Rochelle MHW)	223 2.8	T-dn C-dn S-dn22 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	200-0.5 600-1.8 500-1 800-2	**Within 2.8 miles after passing LaGuardia LFR climb to 1500' on SW crs. of LaGuardia LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing left turn to 1500' return to New Rochelle MHW, or (4) if unable to proceed from New Rochelle MHW with 3 mi. visibility and clear of all clouds, make a climbing right turn to 1500' and return to New Rochelle holding pattern. *Descent to landing minimums authorized only after passing LaGuardia LFR.**
	CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.										
Procedure Number 2 Amendment No. 5 Effect. date: 16 June 56 Supersedes Amendment No. 4 dated 22 October 1953. Major Change: Alternate missed approaches added.	Flatbush FM (Final)	043 14.0	*1200	S side SW crs. 223 - outbnd 043 - inbnd 1500 Procedure turn to be conducted S of Flatbush FM within 10 miles.	*1200 (over LGA OM)	043 3.9 (From LGA OM)	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	200-0.5 600-1.5 500-1 800-2	**Within 3.9 miles of LGA OM.. climb to 1500' on NE crs. LGA LFR or (when directed by ATC) (2) climb to a higher altitude or(3) make a climbing right turn to 1500' and return to Flatbush FM. *Descent to landing minimums authorized after passing LGA OM. CAUTION: Standard obstruction clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.** (15 May 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
PEORIA, ILLINOIS Greater Peoria Arpt. 650 SBMRA EDTV-PIA Procedure Number 1, Amdt. No. 4, Effect. date: 16 June 1956 Supersedes Amdt. No. 3 dated 30 June 1954.	Peoria VOR	071 5.2	2000	W side N crs. 002 - outbnd 182 - inbnd 2000 within 10 mi.	1500	179 2.1	T-dn C-dn S-dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 500-1 800-2	300-0.5 500-1.5 500-1.5 800-2	Within 2.1 miles, climb to 2300' on South course within 20 miles.
Major Changes: 1. Missed approach altitude raised account 1267' radio tower in pull-up area. 2. Procedure turn distance reduced to 10 miles. 3. Transition from Peoria VOR added. 4. Missed approach distance limited.											
PIERRE, SO. DAKOTA Pierre Arpt. 1742 SBRAE-DTV-PIR Procedure No. 1, Amdt. No. 8, Effect. date: 16 June 56 Supersedes No. 7, dtd. 17 July 54	PIR VOR	236 2.2	3000	N side E crs. 083 - outbnd 263 - inbnd 3000 within 10 mi.	2500	268 2.9	*T-dn C-d C-n S-d 25 S-n 25 A-dn	300-1 400-1 400-1.5 400-1 400-1.5 800-2	300-1 500-1 500-1.5 500-1 500-1.5 800-2	200-0.5 500-1.5 500-2 500-1.5 500-2 800-2	Within 2.9 miles turn left, climb to 3500' on West course within 20 miles. *Take-off to Northwest restricted to 400-1.
Major Changes: 1. New form. Mileages converted to nautical. 2. Col. 5 dist revised (criteria). 3. Straight-in rnwy no. added. 4. Col. 11 dist revised to 20 mi. Wash. request. 5. Preface page restriction deleted.											

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
ASHEVILLE, N. C. Asheville-Hendersonville Arpt. 2108 BVOR-AVL Procedure Number 1 Amendment No 3 Effect: 16 June 1956 Supersedes Amdt. No. 2 dated 21 January 1956 Major Changes: Complete revision to procedure.	Asheville RBN	100 10.0	6000	S side of crs. 065 - outbnd 245- inbnd 6000 within 10 mi.	VOR 5000 Hender-sonville Intsxn. 4100 *	VOR to Hender-sonville Intsxn. 245 8.0 *	T-d C-d A-d	2000-1 2000-2 2000-2	2000-1 2000-2 2000-2	NA NA NA	Within 8 miles turn left, climb SE to 6000' on radial 310° of the Spartanburg VOR within 20 mi. of Hendersonville Intsxn. Night Operation NA. AIR CARRIER NOTES: No reduction in landing minima below one and one half miles, and no reduction in take-off minima authorized. *From Hendersonville Intsxn. proceed to Airport VFR. Hendersonville Intsxn. 310° radial SPA & 245° radial AVL or 145° bearing from Asheville RBN.
CASPER, WYOMING Natrona County Arpt. 5348 BVOR CPR Procedure Number 1 Amendment Number 2 Effect. 16 June 1956 Supersedes Amdt. No. 1 dated 27 January 1953. Major Changes: New Form; Change missed approach procedure.	CPR LFR	350 10.9	7000	N side of crs. 021 - outbnd 201 - inbnd 7000 within 10 mi. (Beyond 10 mi. NA)	7000	201 13.2	T-dn C-dn S-dn A-dn	300-1 1000-3 1000-3 1000-3	300-1 1000-3 1000-3 1000-3	200-0.5 1000-3 1000-3 1000-3	Climb to 8000' on 201° radial of CPR VOR within 20 miles. Alternate Missed Approach when directed by ATC climb to 7500' on W crs. of ILS within 20 miles of LMM. Note: Terrain 5900' at VOR site and 5 mi. South, Southwest and West of airport.
CLINTON, IOWA Municipal Arpt. 701 BVOR MLI Procedure Number 1 Amendment Number 1 Effect. date: 16 June 1956 Supersedes Original dated 20 March 1954.	Moline LFR	066 18.5	2100	E side of crs. 154 - outbnd 334 - inbnd 1900 within 10 mi.	1400	334 6.3	T-dn C-d C-n S-d 32 S-n 32 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1.5 500-2 500-1 500-2 800-2	Not Appli-cable	Within 6.3 miles, make left climbing turn and return to the MLI VOR at 1900'. CAUTION: Official weather information indicating conditions at Clinton are at or above minimums specified must be obtained prior to the time a let-down is started.
	Rockford LFR	234 63.0	2500								
Major Changes: 1. Procedure turn distance reduced to 10 miles to prevent conflict with back course ILS traffic at Moline. 2. Col. 5 revised to agree with C & G. 3. Conversion from statute to nautical miles.											
MIDLAND, TEXAS Air Terminal 2867 BVOR-DTV MAF Procedure Number 1 Amendment No. 4 Effect: 16 June 1956 Supersedes Amdt. No. 3 dated 16 July 1955. Major Changes: Reduce procedure turn altitude.	Midland LFR	020 7.5	4300	W side of crs. 200 - outbnd 180 - inbnd 4000 within 10 mi. (Beyond 10 mi. NA)	3500	180 3.6	T-dn C-dn S-dn 16 R A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	Within 3.6 miles climb to 4000' on radial 150° within 20 miles. *Air Carrier Note: 300-1 required on Runways 16L & 34R.
PEORIA, ILLINOIS Greater Peoria Arpt. 650 BVOR PIA Procedure No. 1 Amdt. No. 1 Effect. date: 16 June 1956. Supersedes Original dtd 19 November 1955. Major Changes: 1. Missed approach altitudes raised account 1267' tower. 2. Conversion of statute to nautical miles.	Peoria LFR	251 5.2	2000	S side of crs. 278 - outbnd 098 - inbnd 2000 within 10 mi.	1500	098 4.4	T-dn C-dn S-dn 12 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.4 miles, make right turn, climbing to 2300'. Return to Peoria VOR, or when directed by ATC: (1) Make left turn climbing to 2300'. Proceed to PIA LFR. CAUTION: Unlighted high tension towers between facility and airport.

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(15 May 1956)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
PIERRE, SO. DAKOTA Pierre Arpt. 1742 SBRAZ-DTV-PIR Procedure Number 1 Amdt. No. 2 Effect. date: 16 June 1956. Supersedes Amdt. No. 1 dated 17 July 1954. Major Changes: 1. New form. Mileages changed to nautical. 2. Col. 5 distance revised(criteria). 3. Col. 5, 7, &12, courses revised & straight-in runway added Col. 8. 4. Missed approach distance revised. 5. Preface page note deleted.	PIR LFR	056 2.2	3000	N side of crs. 075 - outbnd 255 - inbnd 3000 within 10 mi.	2500	255 4.9	*T-dn C-d C-n S-d 25 S-n 25 A-dn	300-1 400-1 400-1.5 400-1 400-1.5 800-2	300-1 500-1 500-1.5 500-1 500-1.5 800-2	200-0.5 500-1.5 500-2 500-1.5 500-2 800-2	Within 4.9 miles, make left turn, climb to 3500' on 255° rad of Pierre VOR within 20 miles. *Take-off to Northwest restricted to 400-1.
WEST LAFAYETTE, INDIANA Purdue University Arpt. 605 VOR-LAF Procedure Number 1 Effect. date: 31 May 56 Amendment No. 1 Original Supersedes None Major Changes: New Procedure.	AIR CARRIER NOTE: Use of sliding scale, reduction in landing visibility, or reduction in take-off minimums not authorized for night operations, or for day operations when visibility below 3 fourth mile.			W side of crs. 319 - outbnd 139 - inbnd 2300 within 10 mi.	1500	139 5.3	T-dn C-d C-n A-dn	300-1 600-1 600-1.5 800-2	300-1 600-1 600-1.5 800-2	Not Applicable	Within 5.3 miles make right turn, climb to 2300' on 139° radial to LAF VOR. CAUTION: Lighted stack 881' MSL located approximately 1.5 miles NE of airport.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CASPER, WYO. Natrona County Arpt. 5348 ILS CPR Procedure Number 1 Amendment Number 2 Effect: 16 June 1956 Supersedes Amdt. No. 1 dated 6 August 1954. Major Changes: Add transitions from V-26;. Add alternate missed approach; Delete procedure 2 from this form.	CPR LFR	LOM	255 11.9	7900	N side W crs. 254 - outbnd 074 - inbnd 7000 within 5 mi. LOM. (Beyond 5 mi. NA) Procedure turn N side due to more favorable terrain.	7000	6680 3.9	5620 0.6	T-dn C-dn S-dn Rnwy 7 A-dn	300-1 500-2 300-0.75 800-2	300-1 500-2 300-0.75 800-2	200-0.5 500-2 300-0.75 800-2	Climb to 7500' on E crs. of ILS within 20 mi. of LMM. Alternate Missed Approach Procedure: When directed by ATC, climb to 7500' on N crs. CPR LFR within 20 mi. Approach lights not available. Air Carrier Notes: Section 29 (A) & (B) not applicable.
	CPR VOR	LOM	214 16.9	7500									
	Intsxn. 201 radial CPR VOR & ILS W course.	LOM	254 5.0	7000									
	Intsxn. 201 radial CPR VOR & 350 mag. bearing to LOM	LOM	350 7.8	7000									
Procedure Number 2 Amendment Number 2 Effect: 16 June 1956 Supersedes Amdt. No. 1, dated 6 August 1954 Major Changes: Establish this procedure on separate form; Establish missed approach to West.	CPR LFR	ECRS LFR	074 0.0	7000	N side E crs. 074 - outbnd 254 - inbnd 7000 within 10 mi. CPR LFR	No glide path	over CPR LFR on final 6500 6.6		T-dn C-dn S-d S-n Rnwy 25 A-dn	300-1 500-2 400-1 400-1.5 800-2	300-1 500-2 400-1 400-1.5 800-2	200-0.5 500-2 400-1.5 400-2 800-2	Climb to 7500' on W crs. of ILS within 20 mi. of LMM. Alternate Missed Approach: When directed by ATC, turn left and climb to 8000' on 201° radial of CPR VOR within 20 miles. Approach lights not available. Air Carrier Note: Section 29 (A) and (B) not applicable.
	CPR VOR	ECRS ILS	153 10.9	7000									
	Parktown FM	ECRS ILS	266 3.0	6500									
	Intsxn. 201 radial CPR VOR & ILS W course.	CPR LFR	075 6.9	7000									
New York, N. Y. LaGuardia Arpt. 20 ILS LGA LOM LG Comb. ILS/ADF Procedure Number 1 Amendment No. 11 Effect. date: 16 June 1956. Supersedes Amdt. No. 10 dated 25 June 1955. Major Changes: Procedure turn S of Flatbush and alternate missed approaches added.	La Guardia LFR	LOM	224 7.8	2500	S side SW crs. 224 - outbnd 044 - inbnd 1500 Procedure turn to be conducted S of Flatbush MHW within 10 miles.	ILS 1500 ADF 1200 over LOM	1310 3.9	295 0.7	T-dn C-dn *S-dn 4 ILS ADF A-dn ILS ADF	300-1 500-1 400-0.75 500-1 600-2 800-2	300-1 600-1 400-0.75 500-1 600-2 800-2	200-0.5 600-1.5 400-0.75 500-1 600-2 800-2	Within 3.9 miles of LOM. climb to 1500' on NE crs. LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing right turn to 1500' and return to Flatbush FM. LaGuardia LFR must be monitored during ADF approach. *500-1 required with any component of the ILS inoperative.
	Ridgewood Intsxn.	LOM	162 14.8	2500									
	Flatbush MHW (final)	LOM	044 6.1	1500									
	Colts Neck VOR	Flatbush MHW	032 20.0	1500									
	CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.												
Procedure Number 2 (Using back course LaGuardia ILS and New Rochelle MHW RWC) Comb. ILS/ADF Amendment No. 5 Effect. date: 16 June 1956. Supersedes Amdt. No. 4 dated 25 June 1955. Major Change: Alternate missed approaches added.	Port Chester Intsxn.	RWC MHW	223 12.2	1500	W side NE crs. 044 - outbnd 224 - inbnd 1500 within 10 mi. of New Rochelle MHW.	No glide slope or markers. Final approach altitudes and distances to Runway 22 RWC MHW 1000', 7.7 miles LGA LFR 800, 2.8 miles.			T-dn C-dn S-dn 22 ILS ADF A-dn ILS ADF	300-1 500-1 400-1 500-1 600-2 800-2	300-1 600-1 400-1 500-1 600-2 800-2	200-0.5 600-1.5 400-1 500-1 600-2 800-2	Within 2.8 mi. after passing LGA LFR. . . . climb to 1500' on SW crs. LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing left turn to 1500' return to RWC MHW, or (4) if unable to proceed from RWC MHW with 1 mi. visibility and clear of all clouds make a climbing right turn to 1500' and return to RWC MHW holding pattern.
	Ridgewood Intsxn.	RWC MHW	112 14.2	1900									
	LaGuardia LFR	RWC MHW	043 5.2	1500									
	Port Chester FM (final)	RWC MHW	223 8.7	1000									
	Glen Cove Intsxn.	RWC MHW	305 7.0	1500									
	CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.												

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (15 May 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / GLIDE SLOPE FREQ. AND IDENT. / OM FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) / ALTITUDES. / LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
WINSTON-SALEM, N C Smith-Reynolds Arpt. 969 ILS INT LOM IN Comb. ILS/ADF Procedure Number 1 Amendment No. 5 Effect 16 June 1956 Supersedes Amdt. 4 dated 5 November 1955 Major Changes: Adds final from Wallburg. Adds transition GSO VOR-Wallburg.	Winston-Salem LFR	LOM	328 0.5	2200	W side SE crs. 148 - outbnd 328 - inbnd 2200 within 10 mi. (Beyond 10 mi. NA)	ILS 2200 ADF 1700 over LOM	2200 3.9	1120 0.5	T-dn C-dn S-dn 33 *ILS ADF A-dn ILS ADF	300-1 500-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	3.9 Miles after passing LOM(ADF) climb to 4000' on NW crs. LFR or 299° radial GSO within 15 miles. When directed by ATC, turn right immediately climb to 2200' on SE crs. ILS or 148° crs. LOM within 10 miles.
	Wallburg Intsxn. (final)	LOM	328 5.0	ILS 2200 ADF 1700									
	Greensboro VOR	Wallburg Intsxn.	248 7.0	2300									
	Thomas Intsxn.	LOM	328 10.0	2200									
	AIR CARRIER NOTE: *200-0.5 authorized providing the available rnwy length exceeds by 3000' the landing distance required by the acft performance operating limitations of the CAR's and high intensity rnwy lights are operative on the entire length of the rnwy.												

VOR/DME INSTRUMENT APPROACH PROCEDURES

If a VOR/DME instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION TO FACILITY OR TRANSITION TO DME ORBIT: FROM MI.	TO MI.	RADIAL	MIN. ALT.	PROCEDURE TURN SIDE OF APPROACH RADIAL ALTITUDE LIMITING DISTANCES	MINIMUM ALTITUDE ON APPROACH RADIAL: FROM MI.	TO MI.	RADIAL	MIN. ALT.	PROCEDURE NO. DIRECT OR RIGHT OR LEFT TURN TO FINAL APPROACH ORBIT RWY NO	MINIMUM ALTITUDE ON FINAL APPROACH ORBIT: FROM RADIAL	TO RADIAL	MIN. ALT.	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENGINE OR LESS: 65 KNOTS OR LESS	TWO ENGINE OR LESS: MORE THAN 65 KNOTS	MORE THAN TWO ENGINE: MORE THAN 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED LANDING MINIMUMS AT FIX SPECIFIED OR IF LANDING NOT ACCOMPLISHED
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
EL PASO, TEXAS - INTERNATIONAL ARPT. - Elevation 3926 - BVOR/DME - Ident: ELP - Amendment Number 2, Effective 16 June 1956. Supersedes Amdt. No. 1, dated 18 January 1956.																	
15 0	8.0	259	8500	S side 079 6500 within 10 miles	10.0	5.0	079	5200#	Procedure No. 1 direct to runway 26	#Note: DME not required for Procedure Number 1 if 5200' is maintained to VOR.			T-dn C-dn S-dn ## A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Turn left to 125°, climb to 5000', intercept and proceed on radial 150° within 20 miles.
8 0	0.0	259	5100		5.0	0.0	079	4800									
						4.7	259	4300									
						arpt.											
					10.0	0.0	079	5200	Procedure No. 2 left 5.9 runway 17	325	278	4400	##Straight-in to runway indicated by procedure.				Turn left to 125°, climb to 5000', intercept and proceed on radial 160° within 20 miles.
					0.0	5.9	325	4500		278	269	4300					
					10.0	0.0	079	5200	Procedure No. 3 right 5 8 runway 35	200	247	4400					Turn right to 125°, climb to 5000', intercept and proceed on radial 150° within 20 miles.
					0.0	5.8	200	4600		247	257	4300					
Major change: Increase orbiting altitude.					Note: When authorized by ATC, DME may be used within 10 miles between radials 325° clockwise to 200° at 7300' to position aircraft for final approach, with the elimination of a procedure turn.												

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a PAR approach or, for more than 30 seconds during an ASR approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing, minimums; or (D) if landing is not accomplished.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): TWO ENG. OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG. OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG.: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG.: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
MILWAUKEE, WISC. General Mitchell Field 698 Procedure Number 1, Amendment Number 2 Effect. date: 16 June 1956 Supersedes Number 1 dated 29 January 1955. Major Changes: 1. New form. 2. Col. 11 revised.	All sectors 2500' within 25 miles. At 2500' 3 miles lateral separation required from TV tower 1685' MSL located 8.7 miles N of airport. Sector altitudes measured from radar site at airport.	All	T-dn C-dn A-dn				300-1 600-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	Runway 1-Climb to 2700' on North course MKE-LFR within 20 miles. CAUTION: TV tower 1685' MSL 8.7 miles North of airport. Runway 19-Climb to 2000' on localizer course to LOM. Runways 7-13 - Right turn climb to 2000' and proceed to the LOM. Runways 25-31 - Left turn climb to 2000' and proceed to LOM.
		1-19-7	S-dn				400-1	400-1	400-1	
		13	S-dn				500-1	500-1	500-1	
		25-31	S-dn				600-1	600-1	600-1	
NEW YORK, N. Y. LaGuardia Arpt. 20 Procedure Number 1 Amendment No. 6 Effect. date: 16 June 56 Supersedes Amdt. No. 5 dated 25 June 1955. Major Change: Alternate missed approaches added.		4	T-dn C-dn *S-dn A-dn	300-1 500-1 400-0.75 600-2	300-1 600-1 400-0.75 600-2	200-0.5 600-1.5 400-0.75 600-2				Climb to 1500' on NE course of LaGuardia LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing right turn to 1500' and return to Flatbush FM. CAUTION: Circling minimums do not provide standard clearance over obstructions. *500-1 required with approach lights inoperative.

(15 May 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

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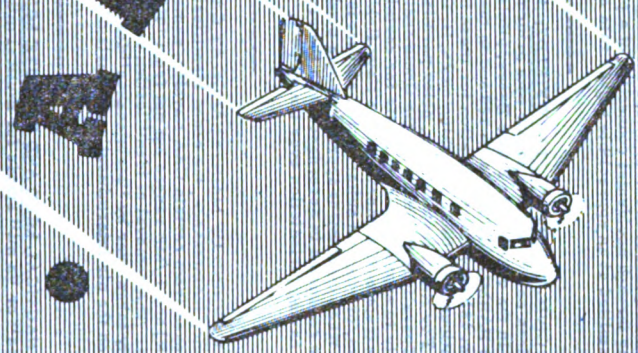
SPECIAL NOTICE
ADIZ Chart, p. 26

AIRMAN'S GUIDE



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Aeronautical Chart
Correction page 9.

SPECIAL NOTICE
ATTENTION, PILOTS!
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VOL. 11, NO. 6 ..... MAY 29, 1956

The AIRMAN'S GUIDE is issued every two weeks
This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e.g. Long Beach omnirange .—.. -.-. ... (voice) (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e., if no facility for providing air-ground communications services is associated with the omni, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newarl will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportion, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches

Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches

Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, reagrdless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

FLIGHTS IN GRAND CANYON NATIONAL PARK: Pilots are cautioned that any unauthorized flight below the rim of the Canyon within the Park boundaries will constitute an undue hazard to persons or property and will subject the pilot to appropriate violation action. Grand Canyon National Park Regulations prohibit the landing of any aircraft within the boundaries of the Park.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 166)
(June 23, 1956)

(1) In Section 608.38 the Fort Dix, N. J., area (R-25), amended on February 8, 1956 in 21 F.R. 859 is further amended by changing the "Controlling Agency" column to read: "Headquarters, First Army, Governors Island 4, New York."

(2) In Section 608.57, the Camp Williams, Wisc., area (R-468 formerly D-468) published on October 9, 1954 in 19 F. R. 6513, is amended by changing the "Time of Designation" column to read: "Day and Night", and the "Controlling Agency" column to read: "Adjutant General of the State of Wisconsin, Madison 2, Wisconsin."

(3) In Section 608.41, the Center Hill, N. C., area (R-89), amended on May 5, 1956 in 21 F.R. 2977, is rescinded.

(4) In Section 608.30, the Betsie Point, Mich., area (R-77 formerly D-77), amended on June 4, 1954 in 19 F. R. 3298 is redesignated as follows: "Description by Geographical Coordinates": Beginning at lat 44-43-15N, long. 86-27-40W; ESE to lat 44-41-30N, long. 86-16-04W; SSW to lat 44-20-12N, long. 86-22-30W; WNW to lat 44-21-45N, long. 86-34-12W; NNE to lat 44-43-15N, long. 86-27-40W, point of beginning. Designated Altitudes: Surface to 30,000 feet MSL. Time of Designation: Days. Controlling Agency: Adjutant General, State of Michigan."

(5) In Section 608.57, the Sheboygan, Wisc., area (R-83) amended on March 24, 1956 in 21 F. R. 1819, is redesignated as follows: "Description by Geographical Coordinates: From lat 43-44-30, long. 87-36-00; thence to lat 43-35-00, long. 87-00-00; thence to lat 43-14-15, long. 87-12-30; thence to lat 43-23-00, long. 87-43-00; thence to lat 43-33-00, long. 87-41-30; thence to point of beginning. Designated Altitudes: Surface to 40,000 feet MSL. Time of Designation: Daylight. Controlling Agency: 10th Air Force, Fort Selfridge AFB, Michigan."

(Part 608 - Restricted Areas - Amendment 167)
(July 1, 1956)

(1) In Section 608.18, the Pensacola, Fla., area (D-153), amended on November 6, 1954 in 19 F. R. 7225, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 30-13-30N, long. 88-01-30W; thence easterly along the shoreline to lat 30-16-25N, long. 87-34-20W; thence clockwise along the arc of a circle with a 1.7 n mile radius centered at lat 30-16-48N, long. 87-32-10W; to the shoreline at lat 30-16-55N, long. 87-30-20W; thence to lat 30-17-15N, long. 87-29-15W; thence clockwise along the arc of a circle with a 1.7 n mile radius centered at lat 30-17-47N, long. 87-27-28W, to the shoreline at lat 30-17-50N, long. 87-25-30W; thence to lat 30-18-20N, long. 87-23-20W; thence counterclockwise along the arc of a circle with a 4.3 n mile radius centered at lat 30-20-53N, long. 87-19-04W; to the shoreline at lat 30-19-10N, long. 87-14-45W; thence to lat 30-19-15N, long. 87-13-50W; thence to lat 30-16-30N, long. 87-13-00W; thence westerly 3 n miles from and parallel to the shoreline to lat 30-10-20N, long. 87-01-30W; thence to point of beginning."

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective as indicated, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

Effective June 28, 1956:

CIVIL AIRWAYS: (1) Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.), caption changed and is amended to read: "From the intsxn of the SW course of the Grand Rapids, Mich., rdo rng and the W course of the Battle Creek, Mich., rdo rng via the Battle Creek, Mich. rdo rng stn to the Jackson, Mich., nondirectional rdo bcn."

(2) Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.), is amended between Miami, Fla., and Fort Myers, Fla., to read: "From the Miami, Fla., rdo rng stn via the Tamiami, Fla., nondirectional rdo bcn; Fort Myers, Fla., nondirectional rdo bcn;"

(3) VOR civil airway No. 11 (Memphis, Tenn., to Detroit, Mich.,), is amended by changing the words "Indianapolis omnirng 232° True radials;" to read: "Indianapolis omnirng 230° True radials;"

(4) VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.), is amended by changing the portion which reads: "Wichita, Kans., omnirng stn, including a N alternate from the Gage omnirng stn to the Wichita omnirng stn via the intsxn of the Gage omnirng 044° True and the Wichita omnirng 245° True radials and also a S alternate from the Anthony omnirng stn to the Wichita omnirng stn via the intsxn of the Anthony omnirng 078° True and the Wichita omnirng 194° True radials;" to read: "Wichita, Kans., omnirng stn, including a N alternate from the Gage omnirng stn to the Wichita omnirng stn via the intsxn of the Gage omnirng 044° True and the Wichita omnirng 245° True radials and also a S alternate from the Anthony omnirng stn to the Wichita omnirng stn via the intsxn of the Anthony omnirng 060° True and the Wichita omnirng 190° True radials;"

(5) VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.), is amended by changing the portion which reads: "Tulsa, Okla., omnirng stn, including a N alternate and also a S alternate via the intsxn of the Oklahoma City omnirng 100° True and the Tulsa omnirng 207° True radials;" to read: "Tulsa, Okla., omnirng stn, including a N alternate via the intsxn of the Oklahoma City omnirng 040° True and the Tulsa omnirng 257° True radials, and also a S alternate via the intsxn of the Oklahoma City omnirng 107° True and the Tulsa omnirng 222° True radials;" and by changing the portion which reads: "Indianapolis, Ind., omnirng stn, including a S alternate via the intsxn of the Terre Haute omnirng 082° True and the Indianapolis omnirng 232° True radials;" to read: "Indianapolis, Ind., omnirng stn, including a S alternate via the intsxn of the Terre Haute omnirng 082° True and the Indianapolis omnirng 230° True radials;"

(6) VOR civil airway No. 15 (Galveston, Tex., to Minot, N, Dak.), is amended by changing the portion which reads: "Ardmore, Okla., omnirng stn, including a W alternate from the Dallas, Tex., omnirng stn to the Ardmore, Okla., omnirng stn via the intsxn of the Dallas omnirng 324° True and the Ardmore omnirng 176° True radials to the Tulsa, Okla., omnirng stn, including an E alternate." to read: "Ardmore, Okla., omnirng stn, including a W alternate from the Dallas, Tex., omnirng stn to the Ardmore, Okla., omnirng stn via the intsxn of the Dallas omnirng 324° True and the Ardmore omnirng 176° True radials; to the Tulsa, Okla., omnirng stn, including an E alternate and also a W alternate via the point of intsxn of the Oklahoma City, Okla., omnirng 107° True and the Tulsa omnirng 222° True radials."

(7) VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.), is amended by changing the portion which reads: "Hassayampa, Ariz., omnirng stn;" to read: "Hassayampa, Ariz., omnirng stn, including a N alternate via the intsxn of the Blythe omnirng 079° True and the Hassayampa omnirng 291° True radials;"

(8) VOR civil airway No. 20 (Laredo, Tex., to Richmond, Va.), is amended by changing the portion which reads: "That airspace over United States territory from the Laredo, Tex., omnirng stn via the Corpus Christi, Tex., omnirng stn;" to read: "That airspace over United States territory from the Laredo, Tex., omnirng stn via the Alice, Tex., omnirng stn; Corpus Christi, Tex., omnirng stn;"

(9) VOR civil airway No. 38 (Chicago, Ill., to Elkins, W. Va.), is amended to read: "From the Peotone, Ill., omnirng stn via the Fort Wayne, Ind., omnirng stn; intsxn of the Fort Wayne omnirng 099° True and the Findlay omnirng 276° True radials; Findlay, Ohio, omnirng stn; Columbus, Ohio, omnirng stn; Parkersburg, W. Va., omnirng stn; to the Elkins, W. Va., omnirng stn."

(10) VOR civil airway No. 50 (Kirksville, Mo. to Indianapolis, Ind.), is amended to read: "From the Kirksville, Mo., omnirng stn via the Quincy, Ill., omnirng stn, including a S alternate via the intsxn of the Kirksville omnirng 121° True and the Quincy omnirng 258° True radials; Springfield, Ill., omnirng stn; Terre Haute, Ind., omnirng stn; to the point of intsxn of the Terre Haute omnirng 082° True radial and the Indianapolis, Ind., Weir Cook Airport ILS lclzr 225° True course."

(11) VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.), is amended by changing all after the San Angelo, Tex., omnirng to read: "San Angelo, Tex., omnirng stn, including a S alternate; Junction, Tex., omnirng stn, including a S alternate via the intsxn of the San Angelo omnirng 181° True and the Junction omnirng 310° True radials; San Antonio, Tex., omnirng stn; intsxn of the San Antonio omnirng 169° True and the Corpus Christi, omnirng 321° True radials; Corpus Christi, Tex., omnirng stn; intsxn of the Corpus Christi omnirng 236° True and the Alice, Tex., omnirng 171° True radials; intsxn of the Alice omnirng 171° True and the Brownsville omnirng 339° True radials; to the Brownsville, Tex., omnirng stn. The portions of this airway which conflict with the Corpus Christi Restricted Area (R-227) are excluded."

(12) VOR civil airway No. 69 (Pine Bluff, Ark., to Chicago, Ill.), is amended to read: "From the Pine Bluff, Ark., omnirng stn via the point of intsxn of the Little Rock, Ark., omnirng 062° True and the Memphis, Tenn., omnirng 276° True radials; Walnut Ridge, Ark., omnirng stn; Farmington, Mo., omnirng stn; intsxn of the Farmington omnirng 351° True and the Troy omnirng 215° True radials; Troy, Ill., omnirng stn; Springfield, Ill., omnirng stn; Pontiac, Ill., omnirng stn; Joliet, Ill., omnirng stn; to the Chicago, Ill., Midway Airport term. omnirng stn."

(13) VOR civil airway No. 77 (San Angelo, Tex., to Des Moines, Iowa), is amended by changing all after the Ponca City, Okla., omnirng stn to read: "Ponca City, Okla., omnirng stn; intsxn of the Ponca City omnirng 327° True and the Wichita omnirng 226° True radials; Wichita, Kans., omnirng stn; Topeka, Kans., omnirng stn; St. Joseph, Mo., omnirng stn; Lamoni, Iowa, omnirng stn; to the Des Moines, Iowa, omnirng stn."

(14) VOR civil airway No. 99 (Newport, Oreg., to Vancouver, B. C.), is added to read: "That airspace over United States territory from the Newport, Oreg., omnirng stn via the intsxn of the Newport omnirng 023° True and the Newberg omnirng 251° T radials; Newberg, Oreg., omnirng stn; intsxn of the Newberg omnirng 359° True and the Olympia omnirng 184° True radials; Olympia, Wash., omnirng stn; point of intsxn of the Seattle, Wash., omnirng 359° True and the Bellingham omnirng 169° True radials; Bellingham, Wash., omnirng stn; to the Vancouver, B. C., rdo rng stn."

(15) VOR civil airway No. 123 (Newport, Oreg., to Newberg, Oreg.), is revoked.

(16) VOR civil airway No. 137 (Thermal, Calif., to Salinas, Calif.), is amended to read: "From the Thermal, Calif., omnirng stn via the Palmdale, Calif., omnirng stn; point of intsxn of the Bakersfield, Calif., omnirng 210° True and the Coalinga omnirng 153° True radials; Coalinga, Calif., omnirng stn; to the Salinas, Calif., omnirng stn."

(17) VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.), is amended by changing the portion which reads: "Fort Wayne, Ind., omnirng stn; Findlay, Ohio, omnirng stn;" to read: "Fort Wayne, Ind., omnirng stn; intsxn of the Fort Wayne omnirng 099° True and the Findlay omnirng 276° True radials; Findlay, Ohio, omnirng stn;"

(18) VOR civil airway No. 163 (Waco, Tex., to Oklahoma City, Okla.), is amended to read: "From the Waco, Tex., omnirng stn via the Mineral Wells, Tex., omnirng stn; Ardmore, Okla., omnirng stn; intsxn of the Ardmore omnirng 350° True and the Oklahoma City omnirng 137° True radials; to the Oklahoma City, Okla., omnirng stn, including an east alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the point of intsxn of the Oklahoma City omnirng 107° True and the Tulsa, Okla., omnirng 222° True radials and also a W alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the intsxn of the Ardmore omnirng 332° True and the Oklahoma City omnirng 175° True radials."

(19) VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.), is amended to read: "From the Long Beach, Calff., omnirng stn via the intsxn of the Long Beach omnirng 346° True and the Palmdale omnirng 200° True radials; Palmdale, Calif., omnirng stn; point of intsxn of the Palmdale omnirng direct radial to the point of intsxn of the Bakersfield, Calif., omnirng 210° True and the Coalinga, Calif., omnirng 153° True radials and the Bakersfield, omnirng 149° True radials; Bakersfield, Calif., omnirng stn; to the Coalinga, Calif., omnirng stn."

(20) VOR civil airway No. 233 (Springfield, Ill., to Moline, Ill.), is amended to read: "From the Springfield, Ill., omnirng via the Peoria, Ill., omnirng stn; Bradford, Ill., omnirng stn; to the Moline, Ill., omnirng stn."

(21) VOR civil airway No. 238 (Philadelphia, Pa., to Atlantic City, N. J.), is amended to read: "From the point of intsxn of the West Chester, Pa., omnirng 120° True radial and the Philadelphia, Pa., International Airport ILS lclzr 256° True course via the Woodstown, N. J., omnirng stn; to the point of intsxn of the Woodstown omnirng 106° True and the Coyle, N. J., omnirng 203° True radials."

CONTROL AREAS: (1) Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.), caption changed and is amended to read: "All of Red civil airway No. 63."

(2) VOR civil airway No. 50 (Kirksville, Mo., to Indianapolis, Ind.), is amended to read: "All of VOR civil airway No. 50, including a S alternate."

(3) VOR civil airway No. 69 (Pine Bluff, Ark., to Chicago., Ill.), is amended to read: "All of VOR civil airway No. 69."

(4) VOR civil airway No. 77 (San Angelo, Tex., to Des Moines, Iowa), is amended to read: "All of VOR civil airway No. 77, including E alternates, but excluding the airspace between the main airway and its E alternate between the San Angelo, Tex., omnirng stn and the Abilene, Tex., omnirng stn."

(5) VOR civil airway No. 99 (Newport, Oreg. to Vancouver, B. C.), is added to read: "All of VOR civil airway No. 99."

(6) VOR civil airway No. 123 (Newport, Oreg., to Newberg, Oreg.), is revoked.

(7) VOR civil airway No. 137 (Thermal, Calif., to Salinas, Calif.), is amended to read: "All of VOR civil airway No. 137."

(8) VOR civil airway No. 163 (Waco, Tex., to Oklahoma City, Okla.), is amended to read: "All of VOR civil airway No. 163 including an E alternate and a W alternate."

(29 May 1956)

(9) VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.), is amended to read: "All of VOR civil airway No. 165."

(10) VOR civil airway No. 233 (Springfield, Ill,, to Moline, Ill.), is amended to read: "All of VOR civil airway No. 233."

CONTROL AREA EXTENSIONS: (1) (Detroit, Mich.), is amended by changing the words which read: "on the N by Red civil airway No. 63," to read: "on the N by VOR civil airway No. 84."

(2) (Grosse Ile, Mich.), is amended by changing the words which read: "bounded on the NW by VOR civil airway No. 96," to read: "bounded on the W by VOR civil airway No. 197,"

(3) (Golva, N. Dak.), is revoked.

(4) (Litchfield, Mich.), is amended by changing the words which read: "on the NE by VOR civil airway No. 45," to read: "on the NE by VOR civil airway No. 47,"

(5) (Del Rio, Tex.), is amended to read: "That airspace over United States territory within a 25 mile radius of Laughlin Air Force Base, Del Rio, Tex.,"

(6) (Abilene, Tex.), is amended to read: "That airspace within a 35 mile radius of the Abilene omnirng stn."

(7) (Cotulla, Tex.), is amended by adding the following portion to present control area extension: "and within 5 miles either side of the 40° True radial of the Cotulla omnirng extending from the omnirng stn to the perimeter of the San Antonio control area extension."

(8) Five-mile radius zones, is amended by deleting the following airport; Altus, Okla., Altus Air Force Base.

CONTROL ZONES: (1) (Galveston, Tex.), is amended to read: "Within a 5 mile radius of Galveston Airport and within 2 miles either side of the NW and SE courses of the Galveston rdo rng extending from the 5 mile radius zone to a point 3 miles NW of the rdo rng stn."

(2) (Altus, Okla.), is added to read: "Within a 5 mile radius of Altus Air Force Base and within 2 miles either side of lines bearing 180° and 360° True extending from the Air Force Base to points 10 miles N and S."

REPORTING POINTS: (1) Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.), is amended to read: "Corbin, Ky., VHF VAR rdo rng stn."

(2) Red civil airway No. 63 (Bangor, Mich., to Jackson, Mich.), caption changed and is amended to read: "No reporting point designation."

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Greenville, Intsxn - the intsxn of the Tallahassee, Fla., omnirng 091° True; the Valdosta, Ga., omnirng 236° True radials, and the Cross City, Fla., omnirng 333° True radials. (b) Jackson Intsxn - the intsxn of the Litchfield, Mich., omnirng 050° True and the Salem, Mich., omnirng 257° True radials. (c) Gill Intsxn - the intsxn of the Carleton, Mich., omnirng 100° True and the Gleveland, Ohio, omnirng 024° True radials. (d) Leslie Intsxn - the intsxn of the Lansing, Mich., omnirng 148° True and the Salem, Mich., omnirng 272° True radials.

(2) Domestic VOR reporting points is amended by changing the following reporting points to read: (a) Radnor Intsxn - the intsxn of the Lafayette, Ind., omnirng 089° True and the Indianapolis, Ind., omnirng 341° True radials.

Effective July 1, 1956:

CIVIL AIRWAYS: (1) Green Civil airway No. 6 (Laredo, Tex., to Norfolk, Va.), is amended between New Orleans, La., rdo rng stn and Bay Minette, Ala., nondirectional rdo bcn to read: "New Orleans, La., rdo rng stn via the Keesler AFB, Biloxi, Miss., rdo rng stn; Bay Minette, Ala., nondirectional rdo bcn;"

(2) Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.), is amended by changing the portion beginning at New Orleans, La., to read: "From the New Orleans, La., rdo rng stn via the intsxn of the NE course of the Saufley Field, Pensacola, Fla., (Navy) rdo rng and the W course of the Pensacola, Fla., rdo rng; Whiting Field, Milton, Fla., (Navy) rdo rng stn; Crestview, Fla., rdo rng stn, excluding the portion below 2000' MSL lying within Pensacola caution area C-488; the intsxn of the E course of the Crestview, Fla., rdo rng and the NW course of the Tallahassee, Fla., rdo rng; Tallahassee, Fla., rdo rng stn to the Jacksonville, Fla., rdo rng stn, excluding the portion above 19,000' MSL lying within the Tyndall restricted area (R-336), between sunset and sunrise."

(3) Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.), is added to read: "From the intsxn of the E course of the New Orleans, La., rdo rng with a line bearing 230° True from the Bay Minette, Ala., nondirectional rdo bcn to the Bay Minette, Ala., nondirectional rdo bcn."

(4) Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.), is added to read: "From the Keesler Air Force Base, Biloxi, Miss., rdo rng stn to the intsxn of the SE course of the Keesler AFB rdo rng with the W course of the Pensacola, Fla., rdo rng."

(5) Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.), is added to read: "From the intsxn of a line bearing 331° True from the Brookley Air Force Base, Mobile, Ala., nondirectional rdo bcn with Green civil airway No. 6 via the Brookley AFB nondirectional rdo bcn to the intsxn of a line bearing 151° True from the Brookley AFB nondirectional rdo bcn with the W course of the Pensacola, Fla., rdo rng."

(6) Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.), is revoked.

(7) VOR civil airway No. 22 (New Orleans, La., to Jacksonville, Fla.), is amended by changing all before the Crestview, Fla., omnirng stn to read: "From the New Orleans, La., omnirng stn via the Pensacola (Saufley Field), Fla., omnirng stn; intsxn of the Pensacola (Saufley,Field), Fla., omnirng 039° True and the Crestview omnirng 260° True radials; Crestview, Fla., omnirng stn;" and by adding a new last sentence to read: "The portions of this airway, below 2000 feet above MSL, which lie within the Pensacola Caution Area (C-488) are excluded."

(8) VOR civil airway No. 240 (Ship Island, Miss., to Mobile, Ala.), is added to read: "From the point of intsxn of the New Orleans, La., omnirng direct radial to the Pensacola (Saufley Field), Fla., omnirng stn and the Mobile omnirng 224° True radial to the Mobile, Ala., omnirng stn."

(9) VOR civil airway No. 241. (Unassigned)

(10) VOR civil airway No. 242 (Mobile, Ala., to Magnolia Springs, Ala.), is added to read: "From the Mobile, Ala., omnirng stn to the point of intsxn of the Mobile omnirng 134° True and the New Orleans, La., omnirng direct radial to the Pensacola (Saufley Field), Fla., omnirng stn."

CONTROL AREAS: (1) Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.), is added to read: "All of Red civil airway No. 74."

(2) Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.), is added to read: "All of Red civil airway No. 101."

(3) Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.), is added to read: "All of Red civil airway No. 110."

(4) Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.), is revoked.

(5) VOR civil airway No. 240 (Ship Island, Miss., to Mobile, Ala.), is added to read: "All of VOR civil airway No. 240."

(6) VOR civil airway No. 241. (Unassigned).

(7) VOR civil airway No. 242 (Mobile Ala., to Magnolia Springs, Ala.), is added to read: "All of VOR civil airway No. 242."

CONTROL AREA EXTENSIONS: (1) (Mobile, Ala.), is amended by changing the words which read: "Caution Area C-146," to read: "Caution Area C-488,"

(2) (Pensacola, Saufley Field, Fla.), is amended to read: "Within a 25 mile radius of Saufley Field, Pensacola, Fla., excluding the portions which overlap Restricted and Warning Areas."

(3) (Milton, Fla.), is added to read: "Within a 5 mile radius of NAAS Whiting (North), Milton, Fla., and with 5 miles either side of the NW course of the Whiting (Navy) rdo rng extending from the rdo rng stn to a point 12 miles NW."

(4) (Crestview, Fla.), is added to read: "Within 5 miles either side of the 292° True radial of the Crestview, Fla., omnirng extending from the omnirng stn to a point 12 miles NW."

(5) (Five mile radius zones) is amended by adding the following airport: Pensacola, Fla.; Forrest Sherman Field.

REPORTING POINTS: (1) Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.), is amended after New Orleans, La., rdo rng stn by adding the following reporting point: "Keesler AFB, Biloxi, Miss., rdo rng stn."

(2) Red civil airway No. 30 (Shreveport, La., to Jacksonville, La.), is amended after Baton Rouge, La., rdo rng stn by deleting the following reporting point: "Keesler AFB, Biloxi, Miss., rdo rng stn;" and by adding the following reporting point in lieu thereof: "the intsxn of the W course of the Pensacola, Fla., rdo rng and the NE course of the Saufley Field (Navy) rdo rng;"

(3) Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.), is added to read: "No reporting point designation."

(4) Red civil airway No. 101 (Biloxi, Miss., to Pensacola, Fla.), is added to read: "No reporting point designation."

(5) Red civil airway No. 110 (Mobile, Ala., to Pensacola, Fla.), is added to read: "Brookley AFB, Mobile, Ala., nondirectional rdo bcn."

(6) Blue civil airway No. 59 (Pensacola, Ala., to Goodway, Ala.), is revoked.

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Pensacola (Saufley Field), Fla., omnirng stn. (b) Dog Intsxn - the intsxn of the New Orleans, La., omnirng 078° True and the Mobile, Ala., omnirng 224° True radials.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

AEX	Alexandria, La., England AFB (Name change)
CSR	Anchorage, Alaska, Campbell Air Strip (Assignment)
LRF	Jacksonville, Ark., Little Rock AFB (Change from LOK 15 June 1956)
PLA	Port Lavaca, Tex., Tanner Airport (Assignment)
UCY	Union City, Tenn., Stewart Airport (Assignment)
XSG	Saugus Intersection, Calif., (Assignment)

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective as indicated:

(Effective June 28, 1956)

DESIGNATE:

(1) BELLWOOD, VA. INTSXN - the intsxn of Flat Rock, Va. VOR 120° mag radial and the SW course of the Richmond, Va. ILS.

(2) BLANCHARD (VHF) INTSXN - the intsxn of the Oklahoma City, Okla., VOR 165° mag and the Ardmore, Okla., VOR 323° mag radials.

(3) CALUMET (VHF) INTSXN - the intsxn of the Oklahoma City, Okla., VOR 288° mag and the Enid, Okla., VOR 175° mag radials.

(4) CASHION (VHF) INTSXN - the intsxn of the Oklahoma City, Okla., 011° mag and the Enid Okla., VOR 142° mag radials.

(5) CHICKASHA (VHF) INTSXN - the intsxn of the Oklahoma City, Okla., VOR 192° mag and the Hobart, Okla., VOR 063° mag radials.

(6) CHRISTOVAL, TEX. (VHF) INTSXN - the intsxn of the San Angelo, Tex., VOR 170° mag and the Junction, Tex., VOR 300° mag radials. (Effect. with designation of proposed arwy V-68S Junction-San Angelo.)

(7) CLEARWATER, KANS. INTSXN - the intsxn of the Wichita, Kans., 180° mag (V-12S) and the Anthony, Kans., 050° mag radials (V-12S).

(8) CUTLER (LF) INTSXN - the intsxn of the Miami, Fla., LFR SE course and the Perrine, Fla., LFR E course.

(9) FLORIDA, IND. INTSXN - the intsxn of the Indianapolis, Ind. VOR 053° mag radial (V-14) and the Fort Wayne, Ind. VOR 199° mag radial.

(10) GROUPER (LF) INTSXN - the intsxn of the Key West Fla., LFR NE course and the Perrine, Fla., LFR SE course.

(11) KROME (LF) INTSXN - the intsxn of the Miami, Fla., LFR W course and the Perrine, Fla., LFR N course.

(12) LOTTS, GA. (VHF) INTSXN - the intsxn of the Savannah, Ga., VOR 284° mag and the Alma, Ga., VOR 032° mag radials.

(13) MILTON, KANS. INTSXN - the intsxn of the Anthony, Kans. VOR 035° mag radial (V-12), the Ponca City, Okla., VOR 317° mag radial (V-77), and the Wichita, Kans. VOR 216° mag radial. (V-12).

(14) MORVEN, VA. INTSXN - the intsxn of a Flat Rock, Va., VOR radial direct to present Morven LF intsxn. (Intsxn N course Blackstone, Va., LFR and the 272° bearing from Richmond, Va. LFR.)

(15) MUNNSVILLE, N. Y. (LFR) INTSXN - the intsxn of the Syracuse, N.Y., VOR 128° mag radial and the SW course of the Utica, N.Y. LFR.

(16) MUNNSVILLE, N. Y. (VOR) INTSXN - the intsxn of the Syracuse, N. Y. VOR 128° mag radial and the Binghamton, N. Y. VOR 033° mag radial.

(17) NORTH (VHF) INTSXN - the intsxn of the Columbia, S. C., 183° mag and the Augusta, Ga., 090° mag radials. MRA 2500'.

(18) PAT (VHF) INTSXN - the intsxn of the Midland, Tex., VOR 356° mag and the Hobbs, N. Mex., VOR 085° mag radials.

(19) PORT MADISON, WASH. INTSXN - the intsxn of the 359° mag radial of Olympia, Wash. VOR and the 308° mag radial of the Seattle, Wash. VOR.

(20) PRAGUE (VHF) INTSXN - the intsxn of the Oklahoma, City, Okla., VOR 077° mag and the Tulsa, Okla. 213° mag radials.

(21) ROSEDALE, WASH. INTSXN - the intsxn of the 359° mag radial of the Olympia, Wash., VOR and the 225° mag radial of the Seattle, Wash. VOR.

(22) ST. GEORGE, S. C. (VHF) INTSXN - the intsxn of the Charleston, S. C., VOR 302° mag and the Savannah, Ga., VOR 032° mag radials.

(23) SHAWNEE, OKLA. (VHF) INTSXN - the intsxn of the Oklahoma City, Okla. VOR 097° mag and the Ardmore, Okla., VOR 357° mag radials.

(24) SPRING VALLEY, N. J. INTSXN - the intsxn of the bearing from White Plains, N.Y., LOM to the present Spring Valley Intsxn. (Intsxn of the S course of the Poughkeepsie, N. Y. LFR and the 265° radial from Wilton, Conn. VOR).

(25) TULALIP, WASH. INTSXN - the intsxn of the 359° mag radial of the Olympia, Wash., VOR and the 146° mag radial of the Bellingham, Wash. VOR.

(26) UNION (VHF) INTSXN - the intsxn of the Oklahoma City, Okla., 257° mag and the Lawton, Okla., VOR 005° mag radials.

(27) WHITEROCK (VHF) INTSXN - the intsxn of the Columbia, S. C., VOR 330° mag and the Augusta, Ga., VOR 050° mag radials. MRA 2500'.

REDESIGNATE:

(1) BLUE JACKET, FLA. (VHF) INTSXN - the intsxn of the 173° mag radial of the Jacksonville, Fla., VOR and the 087°-267° mag bearing of the Jacksonville, Fla., NAS LFR (NIP).

(2) BISCOE, ARK., (VHF) INTSXN - the intsxn of the Little Rock, Ark. VOR 070° mag and the Pine Bluff, Ark., 030° mag radials.

(3) CLOVERDALE, IND. INTSXN - the intsxn of the 080° mag radial of the Terre Haute, Ind. VOR and the 229° mag radial of the Indianapolis, Ind. VOR.

(4) ELMENDORF (VHF) INTSXN - the intsxn of the San Antonio, Tex. VOR 160° mag and the Cotulla, Tex. VOR 031° mag radials.

(5) HILLEMANN, ARK. INTSXN - the intsxn of the 271° mag radial of the Memphis, Tenn., VOR and the 182° mag radial of the Walnut Ridge, Ark. VOR.

(6) KINGSVILLE, TEX. INTSXN - the intsxn of the Corpus Christi, Tex. VOR 227° mag and the Alice, Tex. VOR 162° mag radials.

(7) LEESBURG, VA. (VHF) INTSXN - the intsxn of the Herndon, Va., VOR 337° mag and the Front Royal, Va. VOR 094° mag radials.

(8) MAPLE HILL, KANS. (LF-VHF) INTSXN - the intsxn of the NW course of the Forbes, Kans. LFR 252° mag radial, the Topeka, Kans. VOR and the 359° mag radial of the Emporia, Kans. VOR.

CANCEL:

(1) ASHER (VOR) INTSXN - the intsxn of the Ardmore 002° mag and the Oklahoma City, Okla. 110° mag radials.

(2) CAT INTSXN - the intsxn of the New Orleans, La. VOR 075° mag radial and the Mobile, Ala., VOR 218° mag radial.

(3) HAZEN (VHF) INTSXN - the intsxn of the Little Rock, Ark., VOR 071° mag and the Pine Bluff, Ark. VOR 022° mag radials.

(4) MAYFIELD (VOR) INTSXN - the intsxn of the 317° mag radial of the Ponca City, VOR with the Anthony, Kans. 062° mag radial.

(5) ROME INTSXN - the intsxn of the 072° mag radial of the Anthony VOR and the 156° mag radial of the Wichita, Kans. VOR.

(6) SANDS INTSXN - the intsxn of the E course of the Homestead, Fla. LFR and the SE course of the Miami, Fla. LFR.

(7) TAMIAMI, FLA. INTSXN - the intsxn of the W course of the Miami, Fla. LFR and the 306° mag radial of the Ft. Myers, LF/RBN.

(Effective July 1, 1956)

DESIGNATE:

(1) BON SECOUR (L/MF) INTSXN - the intsxn of the Pensacola, Fla. (PNS) LFR W course and a line bearing of 146° mag from Brookley AFB, Ala., (BFM) rdo bcn.

(2) BON SECOUR (VHF) INTSXN - the intsxn of the Saufley, Fla., VOR 255° mag and the Mobile, Ala., VOR 129° mag radials.

(3) GONZALEZ (VHF) INTSXN - the intsxn of the Saufley, Fla., VOR 035° mag radial and the NW course of the Pensacola, Fla., ILS lclzr.

(4) NAVY WHITING, FLA. INTSXN - LFR

(5) PRITCHARD (L/MF) INTSXN - the intsxn of a line bearing of 239° mag from the Bay Minette, Ala., (BAE) rdo bcn and a line bearing of 326° mag from the Brookley AFB, Ala., (BFM) rdo bcn.

(6) WHITING (VHF) INTSXN - the intsxn of the Saufley, Fla., VOR 035° mag and the Crestview, Fla. VOR 256° mag radials.

REDESIGNATE:

(1) GONZALEZ (L/MF) INTSXN - the intsxn of the Pensacola, Fla., (PNS) LFR NW course and the Navy Saufley, Fla., (NUN) LFR NE course.

(2) HORN (L/MF) INTSXN - the intsxn of the Pensacola (PNS), Fla., LFR W course and the Keesler AFB, Miss. LFR SE course.

CANCEL:

(1) McDAVID (LF) and (VHF) INTSXNS.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established and shall become effective as indicated:

(Effective June 28, 1956)

(1) CASHION (VHF) INTSXN - direction of holding - N on Oklahoma City, Okla. VOR 011° mag radial (inbound course 191° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 2300'.

(2) CHICKASHA (VHF) INTSXN - direction of holding - S on Oklahoma City, Okla. VOR 192° mag radial (inbound course 012° mag); direction of turns - LEFT; minimum altitude - 3000'.

(3) KROME (LF) INTSXN - direction of holding - W on Miami, Fla. LFR W course (inbound course 093° mag); direction of turns - LEFT; time - two minutes; minimun altitude - 1100'.

(4) MONTGOMERY, ALA. VOR INTSXN - direction of holding - SE on 120° mag radial (inbound course 300° mag); direction of turns - RIGHT; time - one minute; minimum altitude 1700'.

(5) NAAS SANFORD, FLA. (NRJ) RADIOBEACON - direction of holding - W (inbound course 090° mag); direction of turns - LEFT; time - one minute; minimum altitude - 1200'.

(6) SHAWNEE (VHF) INTSXN - direction of holding - E on Oklahoma City, Okla. VOR 097° mag radial (inbound course 277° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 3000'.

(Effective July 1, 1956)

(1) GONZALEZ (VHF) INTSXN - direction of holding - N on N course of Pensacola..., ILS lclzr (inbound course 163° mag); direction of turns - LEFT; time - one minute; minimum altitude - 1500'.

(29 May 195...

Section 610.20 Green Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Two Rivers INT, Wyo.	Laramie,Wyo.LFR	10500
(Deletes MCA at Laramie)		

Section 610.103 Amber Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Las Vegas,N.Mex. LFR	*Trinidad,Colo.LFR	11000
*10000 - MCA Trinidad LFR, S-bound		

Section 610.108 Amber Civil Airway 8
is amended to read in part:

FROM	TO	MEA
The Dalles,Ore. LFR	Saw Mill INT,Wash.	8000
Saw Mill INT, Wash.	Yakima,Wash.LFR SW-bound	6000
	NE-bound	4000

Section 610.228 Red Civil Airway 28
is amended to read in part:

FROM	TO	MEA
U.S.Canadian Border	Kokadjo INT,Me.	5000

Section 610.263 Red Civil Airway 63
is amended to delete:

FROM	TO	MEA
Int.N crs.Detroit & 265-085 mag. brg. Sarnia,Ont. LF/RBN	*Sarnia,Ont. Canada LF/RBN	2400

*For that airspace over U.S. Territory

Section 610.603 Blue Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Miami,Fla.LFR	Tamiami,Fla.LF/RBN	1100
Tamiami,Fla. LF/RBN	Ft.Myers,Fla. LF/RBN	1200

Section 610.647 Blue Civil Airway 47
is amended to read in part:

FROM	TO	MEA
Brodnax INT,Va.	Blackstone,Va.LFR	1500
Blackstone,Va. LFR	Morven INT,Va.	2000
Morven INT,Va.	Gordonsville,Va. LFR	3000

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Jacksonville,Fla. VOR	Brunswick,Ga.VOR	
Via W alter.	Via W alter.	1200
Daytona Beach, Fla. VOR	Marion INT,Fla.	
Via E alter. *1200 - MOCA	Via E alter.	*1400
Marion INT,Fla.	Jacksonville,Fla.VOR	
Via E alter. *1300 - MOCA	Via E alter.	*1400

Section 610.6004 VOR Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Cherokee,Wyo.VOR	*Laramie,Wyo.VOR	14000
*12500 - MCA Laramie VOR, W-bound		
Laramie,Wyo.VOR	*Dacono INT,Colo.	11500
*8000 - MCA Dacono INT, NW-bound		
Dacono INT,Colo.	Denver, Colo.VOR	7500

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR	*Cresent Lake INT Fla.	**3000
*3000 - MRA		
**1300 - MOCA		
Cresent Lake INT, Fla.	Blue Jacket INT, Fla.	*3000
*1300 - MOCA		
Blue Jacket INT, Fla.	Jacksonville,Fla. VOR	1500
Orlando,Fla.VOR	Daytona Beach,Fla.VOR	
Via E alter.	Via E alter.	1500
Daytona Beach, Fla. VOR	*Cresent Lake INT, Fla.	
Via E alter. *3000 - MRA	Via E alter.	1200
Cresent Lake INT, Fla.	Blue Jacket INT, Fla.	
Via E alter. *1300 - MOCA	Via E alter.	*3000
Blue Jacket INT, Fla.	Jacksonville,Fla. VOR	
Via E alter.	Via E alter.	1500
Jacksonville,Fla. VOR	Folkston INT,Ga.	1300
Folkston INT,Ga.	Alma,Ga. VOR	1600
Jacksonville,Fla. VOR	Colesburg INT,Ga.	
Via E alter.	Via E alter.	1200
Colesburg INT,Ga.	Alma,Ga. VOR	
Via E alter. *1200 - MOCA	Via E alter.	*1400
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla.	Hilliard INT,Fla.	
Via W alter.	Via W alter.	1300
Hilliard INT,Fla.	Alma,Ga. VOR	
Via W alter.	Via W alter.	1600

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
Cherokee,Wyo.VOR	Rock River,Wyo. VOR	12000
Via N alter.	Via N alter.	12000

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
Marianna,Fla. VOR	*Shady Grove INT, Fla.	**2500
*3000 - MRA		
**1800 - MOCA		

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Grand Junction, Colo. VOR	Kremmling,Colo. VOR	14000
Kremmling,Colo. VOR	*Denver,Colo.VOR	16000
Via N alter. *12600 - MCA Denver VOR, W-bound	*Via N alter.	16000
Superior,Colo.FM	Denver,Colo.VOR E-bound only	10000

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
Anthony,Kans.VOR *4000 - MRA	*Milton INT,Kans.	2900
Milton INT,Kans.	Wichita,Kans.VOR	2900
Anthony,Kans.VOR	Wichita,Kans.VOR	
Via S alter.	Via S alter.	2500
*Wichita,Kans. VOR	**DeGraff INT,Kans.	3000
*3000 - MCA Wichita VOR, NE-bound		
**4800 - MRA		
DeGraff INT,Kans.	Emporia,Kans.VOR	3000
*Wichita,Kans.VOR	Emporia,Kans.VOR	
Via N alter. *3000 - MCA Wichita VOR, NE-bound	Via N alter.	3000
West Chester,Pa. VOR	Boothwyn INT,Pa.	1800

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Oklahoma City, Okla. VOR	Tulsa,Okla.VOR	
Via N alter. *3000 - MOCA	Via N alter.	*3500
Oklahoma City, Okla. VOR	Shawnee INT,Okla.	
Via S alter. *2700 - MOCA	Via S alter.	*3000
Shawnee INT,Okla.	Tulsa,Okla.VOR	
Via S alter. *3100 - MOCA	Via S alter.	*6000
Indianapolis,Ind. VOR	Florida INT,Ind.	2800
Florida INT,Ind. *2800 - MOCA	Coldwater INT,Ind.	*4300
Coldwater INT, Ind.	Findlay,Ohio VOR	2200

Section 610.6015 VOR Civil Airway 15
is amended by adding:

FROM	TO	MEA
Ardmore,Okla.VOR	Shawnee INT,Okla.	
Via W alter. *2700 - MOCA	Via W alter.	*3000
Shawnee INT,Okla.	Tulsa,Okla. VOR	
Via W alter. *3100 - MOCA	Via W alter.	*6000

Section 610.6016 VOR Civil Airway 16
is amended by adding:

FROM	TO	MEA
Blythe,Calif.VOR	Hassayampa,Ariz.VOR	
Via N alter.	Via N alter.	7500

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Bradley INT,Okla. *2800 - MRA	*Blanchard INT, Okla.	2600
Blanchard INT, Okla.	Oklahoma City, Okla. VOR	2600

Section 610.6018 VOR Civil Airway 18
is amended to read in part:

FROM	TO	MEA
Augusta,Ga.VOR *3500 - MRA **2000 - MOCA	*St.George INT, S. C.	**2800
St.George INT, S.C. *2000 - MOCA	Charleston,S.C. VOR	*2800

Section 610.6020 VOR Civil Airway 20
is amended to read in part:

FROM	TO	MEA
Laredo,Tex.VOR	Alice,Tex. VOR	1900
Alice,Tex. VOR	Corpus Christi, Tex. VOR	1500

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
*Genoa INT,Fla. *3000 - MRA **1200 - MOCA	Bryceville INT, Fla.	**2500
Bryceville INT, Fla. *1300 - MOCA	Jacksonville,Fla. VOR	*1500

Section 610.6026 VOR Civil Airway 26
is amended to read in part:

FROM	TO	MEA
Cherokee,Wyo.VOR	Casper,Wyo.VOR	11000
Park INT,Mich.	Canard INT,Mich.	2300
Canard INT,Mich. *2000 - MOCA	Pelee INT,Ont. Canada	*#2500

#For that airspace over U.S. territory

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
Crystal INT,Fla. *6000 - MRA **1000 - MOCA	*Shrimp INT,Fla.	**1500

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Columbia,S.C.VOR *3000 - MRA	*Blythewood INT, S.C.	2000

Section 610.6038 VOR Civil Airway 38
is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Findlay,OhioVOR	2600

Section 610.6042 VOR Civil Airway 42
is amended to delete:

FROM	TO	MEA
Lansing,Mich.VOR	Flint INT,Mich.	2400

Section 610.6045 VOR Civil Airway 45 is amended to read in part:

FROM	TO	MEA
Int. Waterville, Ohio VOR 330°M & Litchfield,Mich. VOR 091° M rads. *3000 - MRA	*Leslie INT,Mich.	2300
Leslie INT,Mich.	Lansing,Mich.VOR	2300

Section 610.6047 VOR Civil Airway 47 is amended to read in part:

FROM	TO	MEA
Detroit,Mich.ILS loc.(Willow Run Arpt.)	Midcraft INT,Mich.	2300

Section 610.6050 VOR Civil Airway 50 is amended to delete:

FROM	TO	MEA
St.Joseph,Mo.VOR	Santa Rosa INT,Mo.	2400
Santa Rosa INT, Mo. *2400 - MOCA	Kirksville,Mo.VOR	*3000

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Jacksonville,Fla. VOR	Folkston INT,Ga.	1300
Folkston INT,Ga.	Alma,Ga. VOR	1600
Jacksonville,Fla. VOR	Colesburg INT,Ga.	
Via E alter.	Via E alter.	1200
Colesburg INT,Ga.	Alma, Ga. VOR	
Via E alter. *1200 - MOCA	Via E alter.	*1400
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla.	Hilliard INT,Fla.	
Via W alter.	Via W alter.	1300
Hilliard INT,Fla.	Alma, Ga. VOR	
Via W alter.	Via W alter.	1600

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Little Rock,Ark. VOR	Biscoe INT,Ark.	1500
Biscoe INT,Ark. *1700 - MOCA	Memphis,Tenn.VOR	*2500

Section 610.6056 VOR Civil Airway 56 is amended to read in part:

FROM	TO	MEA
*Blythewood INT, S.C.	Florence,S.C.VOR	
Via N alter. *3000 - MRA **1900 - MOCA	Via N alter.	**3000

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
*Albuquerque, N.Mex. VOR	Corona,N.Mex.VOR	12000
Via N alter.	Via N alter.	10000

*10000 - MCA Albuquerque VOR,SE-bound

VOR Civil Airway 68 - cont'd.

FROM	TO	MEA
Albuquerque, N.Mex. VOR Via S alter.	Bernardo INT,N.Mex. Via S alter.	10000
Bernardo INT, N.Mex. Via S alter.	Corona,N.Mex.VOR Via S alter.	9500
San Antonio,Tex. VOR *4000 - MRA	*Elmendorf INT,Tex.	2200
Elmendorf INT, Tex.	Corpus Christi,Tex. VOR	2200
Corpus Christi, Tex. VOR *4500 - MRA	*Kingsville INT, Tex.	1400
Kingsville INT, Tex.	Brownsville,Tex. VOR	1400

Section 610.6068 VOR Civil Airway 68 is amended by adding:

FROM	TO	MEA
San Angelo,Tex. VOR Via S alter.	Junction,Tex.VOR Via S alter.	3500

Section 610.6069 VOR Civil Airway 69 is amended to delete:

FROM	TO	MEA
Little Rock,Ark. VOR	Lonoke INT,Ark.	1500
Lonoke INT,Ark. *1600 - MOCA	Hillemann INT,Ark.	*2500
Hillemann INT, Ark. *1500 - MOCA	Walnut Ridge,Ark. VOR	*2500

Section 610.6069 VOR Civil Airway 69 amended by adding:

FROM	TO	MEA
Pine Bluff,Ark. VOR	Biscoe INT,Ark.	1500
Biscoe INT,Ark. *3000 - MRA **1400 - MOCA	*Hillemann INT, Ark.	**3000
Hillemann INT, Ark. *1500 - MOCA	Walnut Ridge,Ark. VOR	*2500

Section 610.6071 VOR Civil Airway 71 is amended to read in part:

FROM	TO	MEA
Flippin,Ark.VOR *5500 - MRA	*Ozark INT,Mo.	3000

Section 610.6073 VOR Civil Airway 73 is amended to read in part:

FROM	TO	MEA
*Wichita,Kans. VOR	Hutchinson,Kans. VOR	3400

*3400 - MCA Wichita VOR, NW-bound

Section 610.6077 VOR Civil Airway 77 is amended to delete:

FROM	TO	MEA
Ponca City,Okla. VOR	Wichita,Kans.VOR	
Via W alter.	Via W alter.	2500

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
Wichita Falls, Tex. VOR *3000 - MRA **2400 - MOCA	*Chichasha INT, Okla.	**2800
Chickasha INT, Okla. *2400 - MOCA	Oklahoma City, Okla.VOR	*2800
Ponca City,Okla. *4000 - MRA **2500 - MOCA	*Milton INT,Kans.	**4000
Milton INT,Kans.	Wichita,Kans.VOR	2900

Section 610.6081 VOR Civil Airway 81 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	Mustang INT,Tex.	4000
Mustang INT,Tex. *5800 - MRA	*Pat INT,Tex.	4000
Pat INT,Tex.	Lubbock,Tex.VOR	5100

Section 610.6085 VOR Civil Airway 85 is amended to read in part:

FROM	TO	MEA
Rock River,Wyo. VOR	*Casper,Wyo.VOR	11000
Via E alter.	*Via E alter.	11000

*9500 - MCA Casper VOR, S-bound

Section 610.6099 VOR Civil Airway 99 is added to read:

FROM	TO	MEA
Newport,Ore.VOR	Newberg,Ore.VOR	5500
Newberg,Ore.VOR	Winlock INT,Wash.	5000
Winlock INT,Wash.	Olympia,Wash.VOR N-bound	4000
	S-bound	5000
Olympia,Wash.VOR	Rosedale INT,Wash.	3000
Rosedale INT,Wash.	Port Madison INT, Wash.	5500
Port Madison INT, Wash.	*Tulalip INT,Wash.	6300

*6300 - MCA Tulalip INT, SW-bound

Tulalip INT,Wash.	Bellingham,Wash. VOR	4000
Bellingham,Wash. VOR	Vancouver,B.C.LFR	*2000

*For that airspace over U.S. territory

Section 610.6118 VOR Civil Airway 118 is amended to read in part:

FROM	TO	MEA
Laramie,Wyo.VOR	*Cheyenne,Wyo.VOR	11000

*9000 - MCA Cheyenne VOR, W-bound

Section 610.6123 VOR Civil Airway 123 is amended to delete:

FROM	TO	MEA
Newport,Ore.VOR	Newberg,Ore.VOR	5500

Section 610.6137 VOR Civil Airway 137 is amended to read in part:

FROM	TO	MEA
*Thermal,Calif. VOR	**Arrowhead INT, Calif.	14000

*12000 - MCA Thermal VOR, NW-bound

**12500 - MCA Arrowhead INT, SE-bound

VOR Civil Airway 137 - cont'd.

FROM	TO	MEA
Arrowhead INT, Calif.	*Palmdale,Calif. VOR	12000

*11000 - MCA Palmdale VOR, SE-bound

*Palmdale,Calif. VOR	White Oaks INT, Calif.	10000

*8000 - MCA Palmdale VOR, NW-bound

White Oaks INT, Calif.	*Maricopa INT, Calif.	12000

*12000 - MCA Maricopa INT, SE-bound

Maricopa INT, Calif.	McKettrick INT,Calif. NW-bound	6000
	SE-bound	11000
McKettrick INT, Calif.	Coalinga,Calif. VOR	6000

Section 610.6140 VOR Civil Airway 140 is amended to read in part:

FROM	TO	MEA
Baltimore,Md.VOR	Port Deposit INT, Md.	2000
Port Deposit INT, Md.	Woodstown,N.J.VOR	1600
Sayre,Okla.VOR *4000 - MRA **3000 - MOCA	*Union INT,Okla.	**3200
Union INT,Okla. *3000 - MOCA	Oklahoma City, Okla. VOR	*3200

Section 610.6144 VOR Civil Airway 144 is amended to read in part:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Findlay,Ohio VOR	2600

Section 610.6154 VOR Civil Airway 154 is amended to read in part:

FROM	TO	MEA
Macon,Ga. VOR *4000 - MRA **1800 - MOCA	*Dublin INT,Ga.	**2400
Dublin INT,Ga. *4000 - MRA **1600 - MOCA	*Lotts INT,Ga.	**4000
Lotts INT,Ga.	Savannah,Ga.VOR	1400

Section 610.6163 VOR Civil Airway 163 is amended to read in part:

FROM	TO	MEA
Ardmore,Okla.VOR	Oklahoma City,Okla. VOR	
Via E alter. *2700 - MOCA	Via E alter.	*3000

Section 610.6163 VOR Civil Airway 163 is amended by adding:

FROM	TO	MEA
Ardmore,Okla.VOR Via W alter. *2800 - MRA **2500 - MOCA	*Blanchard INT,Okla. Via W alter.	**2800
Blanchard INT, Okla. Via W alter.	Oklahoma City,Okla. VOR Via W alter.	2600

(29 May 1956)

Section 610.6165 VOR Civil Airway 165
is amended by adding:

FROM	TO	MEA
*Palmdale,Calif. VOR	White Oaks INT, Calif.	10000
*9000 - MCA Palmdale VOR, S-bound		
*8000 - MCA Palmdale VOR, NW-bound		
White Oaks INT, Calif.	*Bakersfield,Calif. VOR	
	S-bound	10000
	N-bound	6000
*7000 - MCA Bakersfield VOR, S-bound		
Bakersfield, Calif. VOR	Coalinga,Calif. VOR	3000

Section 610.6166 VOR Civil Airway 166
is amended to read in part:

FROM	TO	MEA
Hoopes INT,Del.	Philadelphia,Pa. ILS loc.	1800

Section 610.6171 VOR Civil Airway 171
is amended to read in part:

FROM	TO	MEA
Terre Haute,Ind. VOR	State Line INT, Ind.	2000
State Line INT, Ind.	Peotone,Ill.VOR	*2500
*2000 - MOCA		

Section 610.6188 VOR Civil Airway 188
is amended to read in part:

FROM	TO	MEA
Pelee INT,Canada	*Gill INT, U.S.	**#6000
*6000 - MRA		
**2000 - MOCA		
#For that airspace over U.S. territory		
Gill INT,U.S.	Perry,Ohio LF/RBN	*#9000
*2500 - MOCA		
#For that airspace over U.S. territory		
Gill INT,U.S.	Perry,Ohio LF/RBN	*#6000
*2500 - MOCA		
#Utilizing Perry LF/RBN		

Section 610.6205 VOR Civil Airway 205
is amended to read in part:

FROM	TO	MEA
Springfield,Mo. VOR	*Bolivar INT,Mo.	2500
*5500 - MRA		

Section 610.6233 VOR Civil Airway 233
is amended to delete:

FROM	TO	MEA
Evansville,Ind. VOR	*Farina INT,Ill.	2000
*3100 - MRA		
Farina INT,Ill.	Vandalia,Ill.VOR	2000
Evansville,Ind. VOR	Vandalia,Ill.VOR	
Via E alter.	Via E alter.	2000

Section 610.6237 VOR Civil Airway 237
is amended to read:

FROM	TO	MEA
Needles,Calif.VOR	Mead INT,Nev.	9000
*Mead INT,Nev.	Mormon Mesa,Nev. VOR	7000
*7000 - MCA Mead INT, N-bound		

AMENDMENT #3 - Effective June 28, 1956

Section 610.16 Green Civil Airway 6
is amended to read in part:

FROM	TO	MEA
New Orleans,La. LFR	Keesler AFB,Miss. LFR	1400
Keesler AFB,Miss. LFR	Prichard INT,Ala.	1400
Prichard INT,Ala.	Bay Minette,Ala. LF/RBN	1500

Section 610.230 Red Civil Airway 30
is amended to read in part:

FROM	TO	MEA
New Orleans,La. LFR	Horn INT,Miss.	1400
Horn INT,Miss.	Bon Secour INT,Ala.	1100
Bon Secour INT, Ala.	Whiting,Fla.LFR	2000
Whiting,Fla.LFR	Crestview,Fla.LFR	1400

Section 610.274 Red Civil Airway 74
is added to read:

FROM	TO	MEA
Horn INT,Miss.	Bay Minette,Ala. LF/RBN	1600

Section 610.301 Red Civil Airway 101
is added to read:

FROM	TO	MEA
Keesler AFB,Miss. LFR	Horn INT,Miss.	1300

Section 610.310 Red Civil Airway 110
is added to read:

FROM	TO	MEA
Prichard INT,Ala.	Brookley,Ala. LF/RBN	1600
Brookley,Ala. LF/RBN	Bon Secour INT, Ala.	1200

Section 610.659 Blue Civil Airway 59
is amended to delete:

FROM	TO	MEA
Pensacola,Fla. LFR	McDavid INT,Fla.	1300
McDavid INT,Fla.	Goodway INT,Ala.	1400

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
New Orleans,La. VOR	*Dog INT,La.	**3900
*3900 - MRA		
**1600 - MOCA		
Dog INT,La.	Bon Secour INT, Ala.	*4300
*1100 - MOCA		
*Bon Secour INT, Ala.	Saufley,Fla.VOR	**2000
*2000 - MRA		
**1300 - MOCA		
Saufley,Fla.VOR	Gonzales INT,Fla.	*2000
*1700 - MOCA		
Gonzales INT,Fla.	Whiting INT,Fla.	*2000
*1300 - MOCA		
Whiting INT,Fla.	Crestview,Fla.VOR	*2000
*1400 - MOCA		

Section 610.6240 VOR Civil Airway 240
is added to read:

FROM	TO	MEA
Bon Secour INT, Ala.	Mobile,Ala.VOR	1600

Section 610.6242 VOR Civil Airway 242
is added to read:

FROM	TO	MEA
Mobile,Ala.VOR	Dog INT,La.	*1500
*1400 - MOCA		

WARNING AREA PENETRATIONS: The following incident is cited as a WARNING to all pilots: Recently an unidentified aircraft escaped destruction by about one second because of the alertness of a military air-to-air missile firing crew. The aircraft was well within a designated Warning Area without clearance or permission and was not immediately detected by radar. Its presence became evident only following the missile radar lock on, moments before firing, when the crew noted the nose up attitude and the slight turn of the launching plane.

AIRMAN'S GUIDE CORRECTIONS: Correct Airmans' Guide, Volume 11, No. 4, dated May 1, 1956, as follows:

(1) Page 8 - On-Request Reporting Points - NARROWS, ALA. INTSXN, cancelled in error, should have read: NARROWS, ALA. (VHF) INTSXN. (Narrows Integrated still in effect.)

(2) Page 8 - On-Request Reporting Points - WARREN, MICH. INTSXN cancelled inadvertently, still in effect.

(3) Page 9 - Non-Standard Holding Patterns - BLUE JACKET, FLA. INTSXN - correct to read: direction of holding - S on Jacksonville, Fla. VOR 173° mag radial (inbound course 353° mag); direction of turn - RIGHT; time - one minute; minimum altitude - 1200'.

Correct Airman's Guide, Volume 11, No. 5, dated May 15, 1956, as follows:

(1) Page 29 - On-Request Reporting Points: Under Redesignated: - Correct Halsmer Intsxn to read: the intsxn of the NW course of the Indianapolis, Ind., LFR and the 125° mag radial of the Lafayette, Ind. VOR.

AERONAUTICAL CHART CORRECTIONS: Correct the following Aeronautical Charts as indicated:

(1) WAC 359, 22 Edition, dated December 21, 1955; correct NE course of Scott Low Frequency Range to read: 229° instead of 299°.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Detroit	Lake of the Woods	WAC 218
Fargo	Minot	WAC 219
Lake Huron	Detroit Local	JN 30

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Boise	5-11-56	Seattle	5-16-56	WAC 193	5-11-56
Klamath Falls	5-9-56	Yellowstone Park	5-18-56	WAC 363	5-18-56
Mt. Shasta	5-11-56	Los Angeles Local	5-9-56	WAC 404	5-16-56
Portland	5-18-56	San Diego Local	5-9-56	WAC 405	5-18-56
Sacramento	5-9-56	San Francisco Local	5-11-56	WAC 471	5-11-56
Salt Lake City	5-11-56	WAC 136	5-16-56		

Instrument Flight Charts
released since May 7, 1956

AL 10 RNG-1	Albany Airport	AL 369 ILS-1	San Antonio Intnl Arpt.
AL 10 RNG-2	Albany Airport	AL 396 ILS-1	Joe Foss Field
AL 12 RNG	Kirtland AFB/Mun Arpt.	AL 396 ILS-2	Joe Foss Field
AL 117 RNG	Des Moines Airport	AL 582 ILS	Seattle-Tacoma Intnl Arpt.
AL 133 RNG	Biggs AFB	AL 610 ILS-2	New York Intnl Arpt.
AL 142 RNG	Paine AFB	AL 10 ADF	Albany Airport
AL 159 RNG-1	Meacham Field	AL 12 ADF	Kirtland AFB/Mun Arpt.
AL 159 RNG-2	Meacham Field	AL 117 ADF	Des Moines Arpt.
AL 187 RNG	Harrisburg State Arpt.	AL 241 ADF	Lubbock Arpt.
AL 193 RNG	Mitchel AFB	AL 253 ADF	Memphis Arpt.
AL 198 RNG-1	Houston Intnl. Arpt.	AL 376 ADF	Hamilton AFB

AL 198 RNG-2	Houston Intnl. Arpt.	AL 382 ADF	Schenectady County Arpt.
AL 222 RNG	Lake Charles AFB	AL 396 ADF	Joe Foss Field
AL 239 RNG	Standiford Field	AL 482 ADF	Altus AFB
AL 241 RNG	Lubbock Arpt	AL 582 ADF	Seattle-Tacoma Intnl Arpt.
AL 342 RNG	Chanute AFB	AL 629 ADF	MCAS El Toro
AL 384 RNG-1	Boeing Fld. also (RNG-2)	AL 637 ADF	Goodwin Field
AL 396 RNG	Joe Foss Field	AL 1500 ADF-1	Anchorage Intnl Arpt.
AL 410 RNG	NAS Moffett Field	AL 10 VOR-1	Albany Arpt.
AL 451 RNG	NAS Whidbey Island (Ault Fld)	AL 10 VOR-2	Albany Arpt.
AL 518 RNG	Capital Airport	AL 12 VOR	Kirtland AFB/Mun Arpt.
AL 561 RNG	Andrews AFB	AL 29 VOR	Augusta State Arpt.
AL 582 RNG-2	Seattle-Tacoma Intnl Arpt.	AL 61 VOR	Rio Grande Valley Intnl Apt.
AL 582 RNG-3	Seattle-Tacoma Intnl Arpt.	AL 117 VOR	Des Moines Arpt.
AL 605 RNG	Bowling Green-Warren Cty Apt.	AL 135 VOR	Vance AFB
AL 10 ILS	Albany Airport	AL 159 VOR	Meacham Field
AL 12 ILS	Kirtland AFB/Mun Arpt.	AL 162 VOR	Fresno Air Terminal
AL 67 ILS	Lockheed Air Terminal	AL 198 VOR-1	Houston Intnl. Arpt.
AL 117 ILS-1	Des Moines Arpt.	AL 198 VOR-2	Houston Intnl. Arpt.
AL 117 ILS-2	Des Moines Arpt.	AL 222 VOR	Lake Charles AFB
AL 159 ILS-1	Meacham Field	AL 241 VOR	Lubbock Arpt.
AL 159 ILS-2	Meacham Field	AL 294 VOR-1	(NAS) Mun. Met. Oakland Apt.
AL 162 ILS	Fresno Air Terminal	AL 294 VOR-2	(NAS) Mun. Met. Oakland Apt.
AL 222 ILS	Lake Charles AFB	AL 396 VOR	Joe Foss Field
AL 241 ILS-1	Lubbock Airport	AL 518 VOR-1	Capital Airport
AL 241 ILS-2	Lubbock Airport	AL 518 VOR-2	Capital Airport
AL 253 ILS-1	Memphis Airport	AL 579 VOR	James Connally AFB
AL 253 ILS-2	Memphis Airport	AL 637 VOR	Goodwin Field
AL 294 ILS	(NAS) Mun Metropolitan	AL 913/VOR/DME	Callaway Airport

RF/VOR 5
RF Terminal Area - San Francisco-Oakland, Wichita-Hutchinson
RF/VOR Terminal Area - Boston
RF Legend RF Dates of Latest Prints (US)

NEW CHARTS

AL 135 ADF Vance AFB Enid, Oklahoma

DISCONTINUED CHARTS

AL 296 RNG-2	Ogden, Utah	Hill AFB
AL 76 VOR	Charleston, S. C.	Charleston AFB/Mun
AL 76 ADF	Charleston, S. C.	Charleston AFB/Mun.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.
BIRMINGHAM-RADIO: VOR operg on test-basis. (5-18)
ALABAMA: BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)
CLANTON-GRAGG ARPT: Closed - const. (3-21)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ELBA MUN. ARPT: Unattended. Lgts on req. (4-27)
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
GUNTERSVILLE ARPT: Closed. (3-26)
HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)
HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.
**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail. days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)
ARIZONA: SPECIAL NOTICE: Until July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)
AJO ARPT: Beacon and lights inoperative. (4-3)
COCHISE-RADIO: VOR/DME flgt-checked, opern normal. Coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA.
DATELAND-SPECIAL NOTICE: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised-low altitudes near these lctns. (3-12)
**FREDONIA ARPT: Elev: 4750'E. (5-10)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)
PHOENIX-LUKE AFB-RADIO: USAF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (4-11)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE # 27B, LAX-PHX: Clsd. (12-14)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)
**TEMPE ARPT: Abandoned. (5-11)
TUCSON-RADIO: May 1, VOR/DME shut down until approx June 1. (4-6)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.
**WINSLOW ARPT: Obstn lgts installed on radar antenna lctd 6.5 n mi NW (300°T) at lat 35-04-45, long. 110-49-48, approx 20' below top of the dome. (4-18)
YUMA-RADIO: May 18, VOR flgt-checked, opern normal. Coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.
ARKANSAS: EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)
FAYETTEVILLE-RADIO: Soon VOR will be shut down approx June 4 - modernization. (5-23)
FT. SMITH ARPT-TOWER: About June 7 twr will be cmsnd. Trans freq: 269 kc; 118.3 mc 121.5 mc, 126.18, 257.8, 243. 0 mc. Rcvs: 3023.5kc, 118.3, 121.5, 122.5, 125.18 mc. Trans & rcvr 121.9 mc ctl mobile gnd tfc. Class: C(g). (5-25)
HARRISON ARPT: N/S, new NW/SE rnwys clsd-const. Fld clsd ngts.
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - const. (3-1)

(29 May 1956)

ARKANSAS: TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness. (10-14)

CALIFORNIA: ✱ARCATA-RADIO: May 15, trans 243.0, 255.4 mc and rcvr 243.0 mc cmsnd.

ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000';310°-327°, 35 n mi at 9000'. May 28 VOR/DME shut down until approx Aug 1. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz;V-135 Needles to Yuma, Ariz.

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CORNING ARPT: Reopened. Fuel: F2.(4-9)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT.JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines Rnwys 29-11 and areas N and E of arpt. (10-28)

FULLERTON ARPT: Attended daylight hrs only. (4-12)

FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy clsd to all operns-mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution. (4-3)

KLAMATH-McBETH ARPT: Closed. (1-3)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°. 5000': 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25)

**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21) No fuel servicing avail. for civil acft 2400-0600. (11-1) N 800' apch end rnwy 16L perm clsd. (1-23)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000" MSL. (6-4)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. IFR including jet acft operg at least 1000' on top. All jet acft specific alt or at least 1,000' on top should ctc ARTC center 301.4 mc as soon as possible after departure within or entering area inbound. (5-11)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

CALIFORNIA: MODESTO-RADIO: Mar. 20, VOR shut down.

NEWARK-RADIO: About June 11, H fac name and ident will be changed to Fremont "FRX".

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'. About June 11, name of Newark FM, on the SE course LF rng, will be changed to Fremont. (5-18)

OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. UHF/DF steers unreliable below 7,000' within 10 mi of stn. (4-24) FLD:Dredging and clam shell equip. working S of lndg area. All booms & equip. lgtd and mrkd. Use extreme caution when flying over or within this area.

**ONTARIO INTERNATIONAL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng runups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. High intensity rnwy lgts oper. rnwy 7-25. (4-27) Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. (5-14)

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000; 350°-0°, 35 n mi at 13,000. May 7, VOR shut down until approx June 1. (5-7)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

**OXNARD-VENTURA COUNTY ARPT: 160' lgtd derrick erected 700 ft N center of arpt.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

**PLACERVILLE-EL DORADO COUNTY ARPT: Formerly carried as Placerville Mun Arpt.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable (1-3)

**RAVENDALE ARPT: Correct lat and long: 40-48-15, 120-22-00. Elevation: 5300'. (4-16)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'. Apr 19 VOR shut down until approx June 1; freq will be changed to 115.7 mc. During shut-down, the current Victor arwys may be used as direct routes using Red Bluff LFR, provided acft are equipped with ADF. MEAs remain the same as currently estab on Victor Arwys.

RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

** ROSAMOND ARPT: Elev: 2415'. (4-26)

SACRAMENTO-RADIO: Disregard spurious signals and interruptions in service of voice commun INSACS and twr until approx April 30 - modernization. (3-30) About June 4, VOR will be shut down until approx Aug 4 - modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip. with ADF: MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200;V-195 Rio intersection to Williams; V-6 Rio intersection to Reno;V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (5-28)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated inst apchs including jets VFR weather actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-152°, 17 n mi at 7000'; 153° 180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

✱SAN-DIEGO-RADIO-SPECIAL NOTICE: Effect May 16, acft VFR inbound to Lindbergh Fld, are requested to make initial call to San Diego Apch Ctl on 118.3 mc. This initial call should be made over one of the following reporting points: Oceanside from north; Jamul from east; Mexican Border from south; approximately 20 mi west from seaward.

CALIFORNIA: Apch Ctl will give initial tfc ctl instructions and advise pilot where to contact Lindbergh Tower for lndg clearance. This procedure does not apply to VFR acft departing local immediate area for Lindbergh Fld due to short distance involved. (5-14)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (10-25)
SAN DEIGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable. daylgt hrs. (2-2)
**SANTA MARIA-PUBLIC ARPT: Unicom. (4-23)
SANTA MONICA-RADIO: TVOR radials 030°,075°,210°,260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
**TULARE ARPT: Closed - reconstruction. (5-18)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)
**VICTORVILLE-CIRCLE M RANCH ARPT: Abandoned. (4-10)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
COLORADO: COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communicating with twr.
EADS ARPT: Emergency only - rough. (4-20)
GRAND JUNCTION-RADIO: May 7, ILS glide slope and lclzr shutdown. (5-23)
LONGMONT ARPT: NW/SE rnwy under const. (3-13)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
THRMAN-RADIO: Soon VOR will be shut down until approx June 21. During this period the following arwys will be affected: V-4 Denver to Goodland direct MEA 11,000'. The following arwys will not be usable: V-4N Thruman to Goodland; V-148 Thurman to Imperial.(4-13)
CONNECTICUT: **GROTON-TRUMBULL ARPT: Unicom. (3-26)
HARTFORD-BRAINARD FLD: Rnwy 9-27 closed. (5-14)
**MERIDEN ARPT: Unicom. (3-26)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard mrkr.
WAREHOUSE POINT-SKYLARK ARPK: Caution - const N side. (3-26)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-15°, 35 n mi at 2500'.
WINDSOR LOCKS-BRADLEY FLD: Effective June 1, no service, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)
DELAWARE: **GEORGETOWN-SUSSEX COUNTY ARPT: Caution NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity week ends and evenings. (3-29) E/W rnwy perm clsd.
NEW CASTLE-BELLANCA FLD: Sod rnwys clsd-rough. Soft when wet. Use rnwys and taxiway strips only. (5-22)
WILMINGTON-NEW CASTLE CO. ARPT-TOWER: Soon, twr freq will be changed to 278 kc. (4-20) May 21 ILS glide slope shut down until approx Sept 5 - rnwy const. During this time lclzr may be shut down for intermittent periods. (5-21) FLD: Rnwy 1-19 clsd-const.

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effect. in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo rqrd. Prior to take-off within zone or entry for lndg in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when gnd visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: PAR and VHF/DF shut down. (3-29) FLD: USAF NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flts. (CG logistic flgts not hangared at WNA rqr pior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term. N of Admin Bldg.
FLORIDA: BARTOW AIR BASE: AF primary Contrct School clsd Sat., Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day. (2-10)
CRESTVIEW-RADIO: About July 1, W course LF rng will be realigned from 91° to 83°.
CROSS CITY-RADIO: About July 26, NW course LF rng will be realigned from 135° to 124°.
DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28) Due to temp shut down, temp MEA V-3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500' V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (5-11)
**FERANDINA WARNING AREA: Effective, June 23, Controlling Agency for W-157A will be changed to read: COMFAIRJAX, NAS, Jacksonville, Fla.
FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends. (2-14)
**HIGH SPRINGS-SKY ROAD INN ARPT: New fld. Type: P. Lat 29-54, long. 82-36. Lctn: 5.0 N. Elev: 90'. No. of rnwys: 1. Lngst rnwy & facs: 21. Fuel: Fl. (1-27)
**HOLLYWOOD-NORTH PERRY ARPT: 991' (997'MSL) lgtd TV twr erected 2.6 n mi SE (145°T) at lat 25-57-49, long. 80-12-44. (4-25)
HOMESTEAD-RADIO: Hvy tfc E and W courses LFR 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB. (11-23)

** HOMESTEAD ARPT: Abandoned. (5-18)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
** JACKSONVILLE-IMESON ARPT: 994'(995'MSL) lgtd TV twr erected 7 n mi SSW (195°T) at lat 30-18-46, long. 81-38-59. (4-25) Rnwy 18L-36R clsd to jet acft.
KEY WEST-INTERNATIONAL ARPT: Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out; if unable ctc twr, ctc Key West rdo. Caution-const 800' ext to apch end rnwy 8. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only - due to condition of rnwys. Lndg fee for cargo or charter acft only. Flare pots only lgtg available by prior req. Extra fee. (4-15) Rnwys 29 & 34 clsd for take-offs. (4-5)
LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar. (1-19)

(29 May 1956)

FLORIDA: MARIANNA-RADIO: Apr 17, VOR shut down until approx June 19. During shutdown the following MEAs are estab: V-22 Crestview to over Marianna 5000'. V-7 Tallahassee to Dothan, Ala., using Dothan TVOR 1500'. V-7W Gantt, Ala., to Marianna and V-22 N Marianna to Calvary unusable. Calls on UHF will be answered on 275 kc or VHF freqs. (5-16)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. New rnwys parallel N side rnwy 8-26 and W side rnwy 18-36 under const. (4-30) No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: May 18, Z marker at LF rng shut down until approx June 8. (5-16)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. (12-6) Taxiway entrance to SW corner USAF ramp clsd. (1-17) All jet acft xcpt multi-engine transport types are prohibited from lndg or taking off. All instrument apchs to arpt either actual, simulated or practice by jet acft xcpt multi-eng transport types are prohibited. (5-23)

MILTON CAUTION AREA: Effect. July 1, Caution Area (C-148) will be rescinded.

**NAPLES-AMERICA ARPT: Unicom. Rnwy lgts prior req after 2400. (5-4)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1) Extensive const on AF ramp W side of fld-men, equip on ramp-caution.

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution-shoulders soft. Men and equip adj rnwys. (9-8)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs. Monday thru Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

PENSACOLA CAUTION AREAS: Effect. July 1, Caution Areas (C-146) and (C-147) will be rescinded. Caution Area (C-488) will be established: Name: Pensacola, Fla. (C-488) Description: Beginning at a point at lat 31-30, long. 85-45; thence due south to the northwestern boundary of Restricted Area R-383; thence along the northwest, west and southwest boundaries of Restricted Area R-383 to the intsxn of the Florida shore line with long. 96-48; thence westerly along the northern boundary of Restricted Area R-154 to the Pensacola Control Area; thence southeast, west and northwest along the Pensacola Control Area Extension to its intsxn with the Florida coastline; thence along the northern boundary of redesignated Restricted Area R-153 to lat 30-15, long. 87-41-20; thence northwest to lat 30-31, long. 87-55; thence north and west along the eastern shoreline of Mobile Bay to the eastern boundary of the airway at latitude 30-41-15, longitude 88-00-45; thence along the eastern boundary of this airway and Green civil airway No. 6 to lat 31-30; thence east to point of beginning. Effective from surface to 2000' MSL, within Civil airways and from the surface to unlimited outside of civil airways. This Caution Area to exclude all Control Zones. Altitude: Surface to unlimited except within Civil Airways. Activities: Extensive basic flight trng. Time of use: Unlimited. Controlling Agency: Chief of Naval Air Basic Trng NAS, Pensacola, Fla.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (5-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-RADIO: VOR courses 95°-105° unusable.

FLORIDA: **TITUSVILLE MUN ARPT: 146' MSL lgtd rdo twr erected 3.1 n mi E (105°T) at lat 28-36-36, long. 80-48-34. (5-4)

**ST. AUGUSTINE-FAIRCHILD ARPT: 1033' extension on NW end rnwy 13-31. Present length 5023'. (5-21)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WEST PALM BEACH-RADIO: About June 16, VOR will be shut down approx Aug 18. During shut down, the following temp MEAs and routings are estab: V-3 Vero Beach to over W. Palm Beach MEA 3000'; W. Palm Beach to Miami unusable. W. Palm Beach LF rng to New River LF int at MEA 1200' authorized in lieu of V-159 which will be unusable. V-3E Vero Beach - W. Palm Beach unusable. Substitute bear. for intersections are: 040° from Tamiami H fac authorized at Hammock and Cypress in lieu of W. Palm Beach radial 218°; Vero Beach radial 034° authorized at Barracuda in lieu of W. Palm Beach 013° MRA remains 14,000'; Orlando radial 090° authorized at Snapper in lieu of W. Palm Beach 013° MRA remains 8000'. All other routes, channels and intersections predicated on W. Palm Beach VOR unusable. (5-4)

**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 120' lgtd rdo twr erected 7.3 n mi NW (335°T) at lat. 26-42-04, long. 80-07-39. (5-8)

WHITING CAUTION AREAS: Effect. July 1, Caution Areas (C-144) and (C-145) will be rescinded.

WINTER HAVEN-GILBERT FLD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing rnwys after normal operg hours and weekends.

GEORGIA: ALBANY-RADIO: May 24, VOR flgt-checked, opern normal.

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35n mi at min en route alt. (8-3)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT-TOWER: ASR-PAR shut down-modernization. (3-10) FLD: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. Rnwys 27R-9L and 33R-15L clsd.

ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy-caution. (9-13)

BRUNSWICK ARPT: Caution-intensive blimp training in vcnty.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)

COLUMBUS ARPT: E/W rnwy clsd-construction. (5-17)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: May 9, VOR/DME flight-checked. Usable distance 35 nautical miles at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 nautical miles at minimum en route altitude. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. About June 16, VOR will be shut down until approx August 18. (4-26)

**THOMASVILLE MUN ARPT: Formerly carried as Thomasville-Rose City Arpt.

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360°-110° account excessive roughness and course displacement with exception of arpt apch course 003° usable to 10 nautical miles. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,5000' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

DIXIE USFS ARPT: Closed-const. (9-16)

IDAHO:**GOODING ARPT: Excavation 30' wide, 15' deep, 135' to 165' NW of NW end of rnwy 12-30, mrkd by red flags 135' to 165' extending 36" above ground on SE edge of rnwy 30. Men and equipment operg vicinity. (4-4)

**INDIAN VALLEY ARPT: New fld. Type: L. Lat 44-35, long 116-27. Lctn: 2.0 N. Elev: 2800'. No. of rnwys: 1. Lngst rnwy & facs: 20. Remarks: Unattended. Open Apr.-Nov.(5-1)

**KELLOGG-SHOSHONE COUNTY ARPT: Field lgts perm. discontd. (5-18)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (5-2)

TWIN FALLS-RADIO: About June 11, VOR will be shut down until approx July 11. (5-28)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" abv grnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft. MSL. (6-16)

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BENTON ARPT: Caution - new N/S rnwy under const. (9-9)

BRADFORD-RADIO: H fac useable dist 20-25 s mi. (3-1)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft. south of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng.

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) ILS back course erratic. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)

CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600'E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd-const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'HARE apch ctl on 118.3mc or 348.6mc if UHF equipped regardless of wea. Landings and takeoffs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)

CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2 n mi N(360°T) at lat 41-41-00, long 87-33-36. (1-27) Effec. July, erection will begin of three brick chimneys 255' (844'MSL) lctd 1/2 mi N. (5-4)

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (11-18)

ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)

FAIRFIELD ARPT: Closed - const. (9-9)

**FREEPORT-ALBERTUS ARPT: 311' (1211'MSL) lgtd rdo twr erected 9.1 n mi E(99°T) at lat 42-14-45, long 89-21-05. (5-4)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (7-5)

**LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41°-50'-00, long 88°-02-30". (4-12)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

ILLINOIS: PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

**QUINCY-BALDWIN ARPT: Rnwy flood lgts perm. decommissioned. (4-17)

SPRINGFIELD-CAPITAL ARPT-TOWER: About July 1, ILS will be cmsnd. Lclzr freq: 109.5 mc with voice. Ident: SPI. Lctd 1400' NE of NE end NE/SW rnwy. Apch bear. 38°. Glide slope freq: 332.6 mc. Lctd 400' NW of centerline and 1050' from apch end NE/SW rnwy. Proposed angle 2.5°. MM lctd 400' (0.66 mi) SW apch end NE/SW rnwy. Elev: 580' MSL. LMM freq 203 kc. Ident: PI. OM lctd 5.92 mi SW apch end rnwy. LOM freq 230 kc.

** Identification: SP. Elevation: 604 feet MSL. (5-18) FLD: Men and equipment on field during daylight hours. (12-8) Forty feet lighted glide slope antenna pole 1050 feet approach end runway 4 and 400 feet northwest runway centerline. Lighted localizer antenna shelter 1400 feet northeast approach end runway 22. (3-7)

**STERLING ARPT: Abandoned. (4-27)

**UTICA-STARVED ROCK ARPT: 311' (991'MSL) lgtd rdo twr erected 4.5 n mi NNW(346°T) at lat 41-24-45, long 89-01-55. (5-4)

WOODDALE-WOODALE MOODY ARPT: Clsd irregular intervals-flgt trng - mrkd. (5-22)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

AUBURN ARPT: A 910' (1780'MSL) lgtd TV twr being erected 3 n mi SSE(167°T) at lat 41-19-59, long 85-03-07. (4-4)

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)

**DECATUR-HI WAY ARPT: Abandoned. (5-8)

**ELKHART ARPT: 236' (1016'MSL) lgtd steel microwave twr erected 3.3 n mi NNW(320°T) at lat 41-43-50, long. 86-03-48. (4-24) N/S rnwy usable at pilots' discretion. (8-22)

EVANSVILLE-DRESS MEMORIAL ARPT: The tetrahedron tfc direction indicator perm. withdrawn. Soon a lgtd wind cone will be provided on hangar S of terminal bldg on W side of arpt.(4-6) Rnwy 3-21 clsd for repairs. (4-24)

FT. WAYNE-PADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. (5-4)

FT. WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.

GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest centerline of rnwy 2 will be 43'(633'MSL). (1-5)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENSBURG ARPT: Regrading and seeding W half N/S rnwy-caution. (5-14)

HUNTINGTON ARPT: Closed all operns - due soft fld. (3-18)

INDIANAPOLIS-SPECIAL NOTICE: May 31, acft flying locally in vcnty of Indianapolis Speedway shall maintain altitude of at least 1500', make all turns to left and maintain a distance horizontally from boundary of speedway of at least 2000'. (4-22)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. Mar 19, en route radar control provided in vicinity of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility identified as Rockville Control. Primary trans & recvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (3-13)

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control.

(29 May 1956)

INDIANA: INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engine acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking in sod area at discretion of ctl twr.

LAFAYETTE-RADIO: Severe roughness and scalloping VOR radials 100° clockwise 170°. (1-18) About May 31, VOR will be decmsnd and re cmsnd at lat 40-29-07, long. 87-00-37. Freq will be changed to 112.0 mc. Monitoring category (1). Class: BVOR.

LAFAYETTE-HALSMER ARPT: Const-E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylight hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

**LA PORTE ARPT: 254' (1049'MSL) lgtd steel microwave twr erected 5.9 n mi NNE(24°T) at lat 41-40-23, long. 86-40-57.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MT. VERNON ARPT: 223'(653'MSL) lgtd twr erected 8950' WNW (290°T).

ROCKVILLE-RADAR: En route radar control provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touchdown point.

** FLD: 156'(962'MSL) lgtd steel microwave twr erected 2.0 n mi WNW(310°T) at lat 41-43-50, long. 86-20-56. 2230-0630 daily rnwy lgts avail on req thru South Bend radio.

**TERRE HAUTE-COX ARPT: 25'(500'MSL) two-story 500' square bldg erected 1/2 n mi S (180°T) at lat 39-25-30, long. 87-25-00.

TILDEN-RADIO: See Indianapolis, Indiana.

IOWA: **ALGONA ARPT: Two 160' (1375'MSL) lgtd rdo twrs erected 8.9 n mi WSW (260°T) at lat 43-03-52, long. 94-18-13.

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

BURLINGTON-RADIO: About June 4, VOR/DME will be shut down until approx June 25.

DAVENPORT MUN ARPT: E/W strip under const.

**DENISON ARPT: Unicom.

DES MOINES-RADIO: VOR/DME shut down until approx May 30.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

**ELKADER-MEYER ARPT: NW/SE rnwy perm closed-plowed up.

**ESTHERVILLE ARPT: Unicom.

LE MARS-WESTMAR COLLEGE ARPT: Land at own risk winter months.

**MARSHALLTOWN-NIEDERHAUSER ARPT: Unicom.

**MUSCATINE ARPT: Unicom.

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 feet wide.

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of field.

SPENCER ARPT: Unicom.

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts-broken tile in drainage system. E/W rnwy closed. NW/SE rnwy closed - construction.

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

**ATCHISON ARPT: 200'(1308'MSL) lgtd antenna erected 3.0 n mi SSW(205°T) at lat. 39-31-49, long. 95-13-02.

CALDWELL ARPT: About June 15, work will start on erection of a 278' (1421'MSL) lgtd rdo twr 13.1 n mi E (102°T) at lat 37-00-00, long. 97-19-05.

**COFFEYVILLE-McGUGIN ARPT: 200' (1095'MSL) lgtd antenna erected 7.0 n mi NW(320°T) at lat 37-11-29, long. 95-41-07. NW/SE and NE/SW rnwys closed.

**DODGE CITY ARPT: Rnwy lgts installed on NW/SE rnwy. About June 5, work will start on erection of a 265' (2879'MSL) radio tower 2.5 n mi WSW(262°T) at lat 37-45-57, long. 100-01-55.

KANSAS:

EMPORIA-RADIO: April 16, VOR shut down. Freq will be changed from 114.3 mc to 112.8 mc.

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°.

GOODLAND ARPT: NW/SE rnwy clsd-const.

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days.

GREENSBURG ARPT: 265' (2680'MSL) lgtd rdo twr being erected 9.9 n mi WSW (246°T) at lat 37-32-24, long. 99-28-02.

**INDEPENDENCE ARPT: Delete listing-Private Field.

KANSAS CITY-FAIRFAX FLD: SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15 thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500 and 5500' MSL.

LIBERAL ARPT: 240' (3135'MSL) lgtd rdo tower 4.1 n mi NNE (350°T) at lat 37-06-47, long. 100-54-34.

**MEDICINE LODGE ARPT: About June 1, work will start on erection of a 278' (2065'MSL) lgtd rdo twr erected 8.5 n mi NE (47°T) at lat 37-21-21, long. 98-25-40.

NEWTON-81 ARPT: Restricted services due to by-pass road const on N end of fld with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All landings at pilot's risk.

OLATHE-SPECIAL NOTICE: May 31, Caution Area C-198 is amended as follows: Bounded on the North by lat 38-12, on the East by Victor 161, on the South by Red Civil Airway 105, and on the West by Amber 4.

OSBORNE ARPT: Strip lights inoperative.

OTTAWA ARPT: Use turf strips with caution.

PAOLA-RADIO: Navy H fac cmsnd. Freq: 260 kc. Ident: NUU. Lctd lat 38-36-36, long. 94-53-24 at Paola FM. Bearing, dist. Olathe NAS: 352°, 12.8 mi. Class: HW.

PARSONS-SPECIAL NOTICE: 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: 228'(2294'MSL) lgtd radio tower being erected 11 nautical miles SW (229°T). at lat 37-34-33, long. 98-55-36.

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked.

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt.

**SUBLETTE ARPT: About June 5, const begins on 240' (3159'MSL) lgtd rdo twr located 2 n mi SW (232°T) at lat 37-28-26, long. 100-51-09.

TOPEKA-RADIO: About May 28, VOR/DME will be shut down until approximately June 18.

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW runway SW of N/S intersection not usable for aircraft over 15,000 lbs gross weight except in emergency. Extreme caution-temp shelter for radiosonde observations West of centerline N/S taxiway North of ctl twr. Use runways only.

**WICHITA ARPT: 208'(1548'MSL) lighted antenna erected 8.9 n mi N (20°T) at lat 37-48-55, long. 97-22-05. A concrete plant top structure 50' AGL and 100'(1417'MSL) antenna twr erected 3100' North of N end runway 1-10, marked, lighted. 128' lgtd steel water tank erected 0.4 nautical miles ESE of SE corner of airport. Mowing equipment on field-days. Dirt pile 2' high 25' North of taxi strip at end of rnwy 19 to deflect run-up prop wash. Aircraft remain on concrete area. Sod areas unsafe. (3-28). Men, equip on turf area S end runway 1-19 days.

WICHITA-BEECH ARPT: Building construction W side of field. North half NW/SE rnwy closed. Equipment on field. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: All aircraft use new hard surface runway 17L-35R along East side of field for N/S operations. If adverse wind conditions prevail, sod strips are usable. All approaches from and departures to easterly quadrants. Avoid crossing N and S approach & take-off lanes of jet aircraft to adjoining McConnell AFB. Due to remote location, the McConnell tower is limited to advisory traffic information only for radio equipped aircraft to and from Cessna Airport. Call McConnell tower on 122.5 mc-listen 126.18 mc. Non-radio equipped aircraft must first obtain traffic pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Approach Control for traffic clearance to entering control zone. Transmit 3023.5 kc., 122.5 mc. Listen 278 kc. 199.5 mc. or range voice channels.

KENTUCKY: BOWLING GREEN RADIO: About May 28, VOR/DME will be shut down until approx June 15 - modernization. Freq change from 116.1 mc to 116.2 mc. (3-26)
BOWLING GREEN-WARREN COUNTY ARPT: All lgts inop. (5-11)
CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Longst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope shut down. All other components will remain in opern. (5-23) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. (12-22) Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Const equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman Fld.
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
PERRY PARK ARPT: Clsd - const. (3-2)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. About June 6, VOR will be shut down until approx July 6. (4-25)
BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (3-29)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots marked with red flags. (5-4)
BOSSIER CITY-RAINBOW ARPT: Closed. (3-12)
KAPLAN ARPT: Closed-const.
LAKE CHARLES-RADIO: VOR shut down - severe scalloping and bends. (4-19)
MINDEN MUN ARPT - SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 smi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at latitudes below 2000'. (12-20)
MINDEN-WEBSTER ARPT: New fld. under construction. Lctd: 1 mi NW; lat 32-38, long. 93-18. (9-30)
MONORE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. About July 11, VOR will be shut down until approx Aug 11. (4-26)
NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n mi in connection with radar control. About July 1, ASR will be shut down until approx
** Sept 1. (5-4) FLD: 250' (255' MSL) lgtd rdo twr erected 47.0 n mi SSE (178°T) at lat 29-13-02, long. 90-13-11. (4-24) 162' MSL lgtd steel drilling derrick erected 6.2 n mi NNE (30°T) at lat 30-05-01, long. 90-12-05. (5-4) Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. (5-16)
PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const., mrkd.
RUSTON ARPT: Const. on rnwy extension S end of fld. (3-30)
SHREVEPORT-RADAR APPROACH CONTROL CENTER: About June 1, RAPCON will be cmsnd. Trans & rcvg freqs: 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8 and 289.4. Rcvg only: 3023.5 kc and 122.5 mc. (5-10)
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.
WELSH ARPT: E/W rnwy closed nights. Beacon inop. (10-17)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 16 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft. (3-25)
LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.
**MILLINOCKET ARPT: Rnwy lgts rnwy 11-29 perm discontd. Apron usable with caution - due broken pavement. Use rnwys only. (5-21)
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equipment crossing rnwy.
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)
ROCKLAND ARPT: Rnwy 17-35 closed night operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 clsd to wheeled acft winters. (3-29)
MARYLAND: BALTIMORE-RADIO: VOR shut down.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15°, at 3000'. (9-22)
CHESAPEAKE BAY-SPECIAL NOTICE: Until May 31 - 1 hr before sunrise to 1 hr after sunset daily, ten moored kite balloons Chesapeake Bay Restricted Area R-35. Vicinity lat 38-40, long. 76-32 to 2000'.
**CHESTERTOWN-GILL FLD: Abandoned. (5-26)
FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Airway, temp. rescinded.
**HAGERSTOWN ARPT: All taxi strips W of N/S rnwy closed - parked mil acft. Taxi strips leading to City Hangar remain open to transient traffic. Caution - provide proper clearance over U.S. 11 when approaching to land W on E/W rnwy. Rnwy marked to show where 40 to 1 approach clearance line intersects rnwy. Entire rnwy available at pilots' discretion. Rnwy lights installed on E/W rnwy - operating sunset - 2400 Mon - Fri; weekends operating schedule sunset - 2200. (5-7)
LAYTONSVILLE-DAVIS ARPT: Construction extending rnwy 900' at ENE end. (8-16)
PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable.
SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)
SALISBURY-DELMARVA ARPT: Clsd to all commercial operations. Will operate as private airport only. Landings made with prior permission only. (11-9)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.
**BOLTON ARPT: Abandoned.
BOSTON-RADIO: VOR coverage 26 n mi at minimum en route altitude in all azimuths.
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. FLD: Rnwy 5-23 closed except for taxiing and parking. (5-10)
BOSTON-LOGAN ARPT: Obstruction lights on 174' stack 1.3 n mile WSW inoperative. Due to non-visibility tower unable to control traffic on apron between radar tower and National Guard hangar. S hangar area W of station 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and landings in southwesterly direction rnwy 22R restricted to aircraft of 12,500 lbs or less. Turboprop and turbojet aircraft landings and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - construction 140' control tower located Terminal Building area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lighted. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adjacent to landing areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lights 10' from the usable rnwy edge. Lead-in lighting system rnwy 4R consists of green threshold lights located 2502' NE of the SW end of rnwy 4R and bar lights of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 45. Cluster of 6 alternate red and white bar lights located at the 1100' point. All bar type lights present predominately red indication. Standard rnwy lights between threshold lights and bar lights. Brightness of lights is determined by prevailing weather conditions and is controlled by tower.

MASSACHUSETTS: CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)

NANTUCKET-RADIO: About June 26, HH fac will be shut down until approx July 24. (5-28)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle.

**NANTUCKET SHOALS OFFSHORE WARNING AREA: Effect. June 22,1956, Warning Area (W-506, will be established as follows: Name: Nantucket Shoals Offshore, Mass. Description: Beginning at lat 41-12-30, long. 69-40; thence to lat 41-16, long. 68-00; thence to lat 41-00, long. 68-00; thence to lat 39-52, long 68-58-15; thence to lat 40-11-45, long 69-13-30; thence to lat 40-47, long. 69-40; thence to point of beginning. Altitude: Surface to 45,000' MSL. Time of Use: Unlimited. Activities Conducted: Air to air gunnery and rocketry. Controlling Agency: Otis AFB, Mass.

**NARRAGANSETT OFFSHORE WARNING AREA: Effect. June 23, Warning Area W-105 will be reestablished as follows: Lat 40-40, long. 72-30; lat 40-41-30, long. 72-07; lat 41-09, long. 70-14; lat 39-52, long. 69-34-20; lat 39-52, long. 71-01-30; lat 39-07, long. 71-53; lat 39-34, long. 72-30; thence to point of beginning.

NORWOOD-MEMORIAL ARPT: Rnwy lgts inop.

ORANGE ARPT: Airport closed on the following Sundays: June 17, July 15, Aug 19, Sept 16 and Oct 21 from 1300 to 1800, fld mrkd. (5-24)

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

WESTOVER-RADIO: Precise receiver tuning required in vicinity Gardner intersection acct potential interference between Chicopee LF rng and Bedford MHW. (12-8)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (11-11)

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)

BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg. only. (11-1)

✈CADILLAC-RADIO: May 25, MHW discontd. (5-25)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHESANING ARPT: Lgtd bldg with 16' chimney being erected 180' N at lat 43-00, long 84-08

CLIO-WESTPORT ARPT: Closed -due to thaw. (3-13)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 400' rnwy 2.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of rnwy 14-32 avail. for lgt acft only.(5-24) Rnwy 02-20 clsd to large twin eng acft 12,500 lbs gross and under. (5-21)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const. (3-29)

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W and E/W strip under const. - clsd. (11-22)

**GRAND HAVEN MEM'L ARPT: 196' (780'MSL) lgtd rdo twr erected 1.9 n mi NW (328°T) at lat 43-04-12, long. 86-13-56. (4-26)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. (11-28) Over-run S end rnwy 18L-36R clsd all tfc. (11-29)

GRAYLING-McNAMARA ARPT: In event of snow 24 hr notice by telephone rqrd to insure plowed rnwy. (1-18)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

IONIA COUNTY ARPT: Clsd to wheeled acft operns. (3-1)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obtsn lgt W.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: MICHIGAN: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd, from mrkrs to SE, mrkd, lgtd. Const E/W taxiway. Men, equip. on fld.

**LANSING-DAVIS ARPT: 999'(1899'MSL) lgtd TV twr being erected 7 n mi SE (138°T) at lat 42-41-14, long. 84-22-35. (5-10)

MARQUETTE-COUNTY ARPT: Closed - const. (5-16)

MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd. (2-27)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge. (5-24)

ST. IGNACE-MACKINAC COUNTY ARPT: Fld open to ski-equipped acft only. (1-30)

SOUTH BRANCH-TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled acft. (1-19)

**STURGIS-KIRSCH ARPT: 277' (1117'MSL) lgtd steel microwave twr erected 6.9 n mi SSW (220°T) at lat 41-44-44, long. 85-32-44. (4-24) Const on intsxns to both ends NE/SW paved rnwy, mrkd. (12-1)

WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution. (9-22)

MINNESOTA: ALEXANDRIA-RADIO: VOR/DME shut down until approx June 30. (5-10)

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (4-4)

BENSON ARPT: New fld under const - clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200' Lat 45-20, long. 95-39. (4-4)

CLARISSA ARPT: New fld under const -clsd all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (4-12)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld - days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.

ISLE ARPT: New arpt under const - clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450' x 180'. (4-4)

MINNEAPOLIS-AIR ROUTE TRAFFIC CONTROL CENTER: About June 1, trans & rcvr 132.3 mc will be decmsnd and 125.5 mc will be cmsnd. (5-9)

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n miles in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

OWATONNA ARPT: Unsafe for acft over 12,500 pounds. Sodded areas soft-unusable. (4-6)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

WINONA-RADIO: TVOR unusable beyond 14 mi-course instability. (3-30)

MISSISSIPPI: GREENVILLE AFB: Caution all alt., intensive jet trnw within 100 n mi radius.

**HATTIESBURG ARPT: 537'(732'MSL) lgtd TV twr erected 10 n mi N (353°T) at lat 31-27-12, long. 89-17-05. (5-15)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

JACKSON-RADIO: About June 6, VOR will be shut down until approx July 6. (4-26)

McCOMB-PIKE COUNTY ARPT 8C, MSY-STL: ENE/WSW lndg strip clsd - reseeding.

MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness, and course displacement. (5-16)

MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd - very rough - mrkd. (5-23)

MISSOURI: **BRANSON-GOLF RANCH ARPT: New fld. Type: L. Lat 36-38, long. 93-11. Lctn: 3.0 E. Elev: 1178'. No. of rnwys: 1. Lngst rnwy & facs: 20.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down.
JOPLIN ARPT: NW/SE rnwy clsd - const.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution - men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy and pertinent tfc info prior entering Kansas City control zone. (4-24) · 55' (976' MSL) lgtd boom on top travelling derrick in opernon new Missouri River bridge at lat 39-08, long. 94-35. (11-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by lat 38-51, long. 90-35N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL.
ST. LOUIS-LAMBERT FLD: Const on first 1500' both sides of rnwys 12 and 30. Men and equip. on apch end rnwy 24 daylgt hrs only. Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys, apchs rough and unusable. Grass area closed. (4-12)
ST. LOUIS-PARKS METROPOLITAN ARPTL Every 2nd and 4th Sunday of the month, all rnwys, xcpt 8 and 26 closed daylgt hours. - mrkd. Aerobatic area for student training; Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (4-19)
ST. LOUIS-SUBURBAN ARPT: New E/W rwny clsd all tfc. Present E/W rnwy closed all transient acft. (12-2)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
VICHY-RADIO: About May 28, VOR/DME will be shut down until approx June 4. (5-23)
WEST PLAINS-SKY HAVEN ARPT: Caution - const. Use at own risk. (5-4)
MONTANA: BILLINGS-RADIO: May 1, VOR/DME shut down until approx June 1. During this period, following arwys will not be usable: V-2 Livingston to Miles City; V-19 Sheridan, Wyoming to Forest Grove, Mont. (4-30)
BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)
BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain. About June 4, VOR will be shut down until approx Aug 4. Freq will be changed to 113.1 mc. (5-14)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 550°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
**HELENA ARPT: Following gross weight restrictions in effect: Rnwy 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 11,000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 closed to acft over 20,000 lbs gross wt. (5-23)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. About June 1, VOR will be shut down until approx July 1. Freq will be changed to 116.3 mc. (5-15)
ST. IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23) Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
LINCOLN-RADIO: ILS glide slope shut down. - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (4-25)
OMAHA-RADIO: About May 28, VOR/DME will be shut down until approx June 20 - modernization. (5-8)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylight hours, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) All pilots contemplating flgt within a 200-mi radius should be alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LAS VEGAS-RADIO: About June 4, the Crystal FM on NE course, will be shut down until approx July 13, relctn to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V8, V21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise - Las Vegas 10,000'. (4-30)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
NEEDLE PEAK BCN SITE, #32, SFO-SLC: Inoperative.
**PAHRUMP VALLEY-HIDDEN HILLS ARPT: Type: Limited. No fuel. (4-20)

NEVADA: RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain. (7-25)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80° 30 n mi at 12,000'

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri. (Tel. Concord, Captial 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.

NEW JERSEY: ATLANTIC CITY-RADIO: About June 18, VAR will be perm decmsnd. (5-3)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc.

BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. VOR has moderate roughness all quads. (2-16)

**HACKETTSTOWN-BUDD LAKE ARPT: Abandoned. (5-18)

**KEYPORT-WALLING FLD: Abandoned. (5-18)

MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vcnty New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)

NEWARK ARPT: ALL AIRCRAFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Taxiway from bldg 1 to NE taxiway clsd, mrkd-lgtd. New taxiway N parallel to rnwy 11-29 from Terminal bldg to apch rnwy 11 open, mrkd-lgtd. New bridge 275' high, 1000' S L.V. RR completed. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block west bound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip on fld. (5-21) MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**PATERSON-MURCHIO ARPT: Abandoned. (5-18)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. Effect. June 15, 2-way rdo rqrd at all times. (5-15)

NEW JERSEY:

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

★TRENTON-MERCER COUNTY ARPT-TOWER: Ctl twr hours opern: Mon-Fri 0730-2330; Sat. 0730-1530; Sun 1030-2030. (5-14) FLD: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22-clsd - use as taxiway only.

NEW MEXICO: CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (3-14)

CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 26L-8R clsd to all tfc. (4-30)

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway.

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt.

BUFFALO ARPT-TOWER: About June 4, ILS will be shut down for approx 4 days. (5-11)

** FLD: E/W and N/S rnwys perm clsd ngts.

**CROTON-CROTON-ON-HUDSON ARPT: Elevation: 348'. (4-24)

ELMIRA-RADIO: VOR has roughness in all quads.

**ELMIRA-CHEWNING CO. ARPT: 205' (863'MSL) lgtd rdo twr erected 4.9 n mi ESE (123°T) at lat 42-08-47, long. 76-48-41. (5-14)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft.

FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: June 10, 24; July 12, 26; Aug 12, 26; Sept. 9, 23 - drag races. W end of the E/W rnwy will remain open.

HEMPSTEAD-MITCHEL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.

★IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. May 15, class changed to SBMRA-DTXV. (5-23)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution-men and equip on fld.

KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (5-11)

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

MIDDLETOWN-RANDALL ARPT: Closed. (1-7)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular traffic pattern within 4.3 nautical mile radius of airport; in landing join traffic pattern at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Field, N. Y. and Newark Arpt, N.J.

★NEW YORK-RADIO: May 15, INSACS presently lctd La Guardia Fld, moved to Room 201, Hangar 11, N.Y. International Airport, Jamaica 30, N.Y. Ctl and voice opern of LaGuardia LF range, Colts Neck, Caldwell and Wilton VOR ranges will be continued from the Idlewild lctn. In addition, control and voice opern of Idlewild LF range will be activated by the New York INSACS using the voice call "Idlewild Rdo". Class of Idlewild rng changed from SMRA to SBMRA-DTXV. Standard INSACS bdcast services provided simultaneously on all of the above rngs. All other trans and rcvg freq will remain as currently published for the N.Y. INSACS. (5-23)

NEW YORK: NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const. in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail. taxiing only. Taxiway H now in opern. (4-12)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail. for twr contacts. About June 8, PAR-1 will be shut down until approx Aug 3. (5-28) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing. (5-22)

NIAGARA FALLS ARPT-TOWER: About May 31, trans and rcvr 121.9 mc will be decmsnd and 121.7 mc cmsnd. Class: C (g.7). (3-29) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S.

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const. (9-22)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. About June 4, VOR/DME will be shut down until approx June 11. Freq change from 112.9 mc to 117.7 mc. (4-13)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-radio equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of Hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'. (5-10)

ROMULUS-SPECIAL NOTICE; Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, between 0730-1615, Mon-Fri. Blast shock & flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet interceptor acft using left hand pat at 1878'MSL. (4-28)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800'.

★UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°. ILS glide angle: 2.9°. (5-24)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **ASHEVILLE-OWENS ARPT: Reinstated. Type: L. Lat 35-34, long. 82-34. Lctn: 2.3 SSW. Elev: 1979. No. of rnwys: 1. Lngst rnwy & facs: 30. Remarks: Rft tfc E. E, W blkd.

CHARLOTTE-DOUGLAS ARPT: During taxiway const, rnwy 11-29, N/S taxiway S of rnwy 5-23, & taxiways between rnwys 23 & 29 and between N/S taxiway and rnwy 29 clsd to all operations. Abandoned 75' ctl twr 1000' E of rnwy 18-36 on SE side of arpt not obstn lgtd.

**GASTONIA-LYNWOOD ARPT: Type: L. No fuel. Irregularly attended.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route altitude.

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down until approx July 4 - relctn. Glide slope flyable to 20' above rnwy. No touchdown point. (4-27)

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Clsd to all transient civilian acft xcpt on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)

LUMBERTON-RADIO: About May 28 until approx June 1, H fac will be shut down for relctn.

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 20°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. VOR radials 80° thru 100°, 125°-145°, 175°-290° unusable acct excessive roughness and bends. (5-9)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or ceiling of less than 1000'.

**REIDSVILLE MUN ARPT: Reinstated. Type: P. Lat 36-19, long. 79-37. Lctn: 3.0 SE; Elev: 822; No. of rnwys: 3. Longst rnwy & facs: 25; Fuel: F1. Rem: P-line SE.

SALISBURY ARPT: Boundary lgts inoperative. (2-16)

**SOUTHERN PINES-PINEHURST-SOUTHERN PINES ARPT: Unicom. (4-19)

**WADESBORO ARPT: Abandoned. (3-2)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. About May 28, MH fac will be shut down until approx June 4 - relctn to lat 34-16-14, long. 77-54-34. About June 18, VOR will be shut down until approx July 18. (5-10)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl tower to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. Open drainage ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. (4-4)

WINSTON-SALEM-REYNOLDS ARPT: Rnwy 18-36 clsd xcpt for take-off rnwy 18 and for taxiing - const. N end. (5-17)

NORTH DAKOTA: **DEVILS LAKE-BELL ARPT: Abandoned. (4-25)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

FUNSTON-SPECIAL NOTICE: A temp controlled firing area is established as follows: Name: Funston, N. D. Description: Bounded on the N by lat 48-00, on the S by lat 47-55, on the W by long. 100-08, on the E by long. 100-00. Altitude: Surface to unlimited. Time of Use: Continuous. Activities: Artillery, mortar, rocketry and small arms firing. Controlling Agency: Adjutant General, State of North Dakota, Frame Barracks, Bismarck, North Dakota. Effective dates: June 2nd thru June 16, 1956.

**GRAND FORKS INTNL ARPT: 264' (1096'MSL) lgtd twr 3.8 n mi ENE (67°T) at lat 47-57-52, long. 97-01-48. (5-9)

MINOT-RADIO: About June 1, VOR will be shut down until approx Aug 1 - modernization.

MINOT-PORT O'MINOT ARPT: Several unmrkd and unlgtd 29' poles erected 1900' NW end of NW/SE rnwy. 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy. (1-15)

OHIO: ★AKRON-RADIO: Mar 13, CAA UHF/DF cmsnd. Freq 255.4 mc. Bear. on req other UHF freq. (5-24)

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable lbend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron Ohio acrobatic--camera gunnery area from surface to 20,000' during daylight hrs VFR conditions only. (11-28)

[illegible]: CANTON-MARTIN ARPT: Closed until Sept 1, 1956 - const. (4-12)
**CHARDON ARPT: Unicom. (8-2)
CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60° 150°, 35 n mi at min en route alt. (1-14) About June 18, VOR/DME will be shut down until approx July 6 - modernization. Freq change from 115.6 mc to 115.4 mc. (3-26)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas - flagged and lgtd. (3-23)
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100° 145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: About June 4, ILS will be shutdown until approx June 14. Glide slope relctd to 1136' from apch end of rnwy 5L and 500' NW of its centerline. FLD: Runway 14-32 restricted to NW take-offs and SE landings. 92 feet construction derrick 1900 feet off approach and 900 feet left of centerline runway 5L - lighted. (3-22) Construction of N concourse in progress 800 feet N from main terminal. (5-17)
COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35°-50° and 305°-345°. About June 4, LF rng will be shut down for about five days - use for Homing only. (5-7) INSACS inop. (5-26)
**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules --Take Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)
DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (5-2)
DAYTON-MONTGOMERY COUNTY ARPT: Closed-consfruction.(5-9)
DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92°,310° radial. (5-11)
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
PORT CLINTON ARPT: Sod areas usable, rough. Caution-land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and fld conditions. (4-30)
OHIO: PUT-IN-BAY: Caution-blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260° 280°, 34 n mi at 2000'. (10-5)
WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below
** 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const - deep ditches 300' SE apch end rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)
ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.
OKLAHOMA: **ALTUS ARPT: Rnwy lgts on request. (5-1)
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BUTTE ARPT: Rnwy 2-20 lgts inop - clsd ngt air carrier operns only. (5-1)
DUNCAN-HALLIBURTON ARPT: Men and equip. on fld. Use caution. (7-15)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
**HOBART ARPT: 240' (1728'MSL) lgtd rdo twr erected 21 n mi NE (56°T) at lat 35-11-10, long. 98-41-55. (5-7) Rnwys 17 and 35 clsd-resurfacing. Caution-men, equip on fld.(5-1)
MANGUM-PONDER ARPT: Closed. (3-2)
McALESTER-RADIO: About June 16, VOR will be shut down until approx Aug 18.(4-26)
**OKLAHOMA CITY-DOWNTOWN ARPT: 205'(1216'MSL) lgtd micorwave twr is being erected 1.5 n mi NE (60°T) at lat 35-27-45, long. 97-30-51. (5-4)
**OKLAHOMA CITY-WILEY POST ARPT: New 2640' E/W rnwy on S end of fld-usable. N/S, NE/SW, NW/SE and old E/W rnwy perm clsd.
PONCA CITY RADIO: May 7 VOR shutdown until approx May 28. Freq changed from 117.3 to 113.2 mc. (5-6)
RENFROW-SMYRCKA ARPT: 240'(1569'MSL) lgtd rdo twr being erected 6.9 n mi NW(302°T) at lat 37-02-36, long. 97-53-48. (4-3)
**SHAWNEE ARPT: 350' (1080'MSL) lgtd microwave twr erected 15.0 n mi WNW (308°T) at lat 35-30-35, long. 97-11-10. (5-4)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes. (11-30)
TULSA-RADIO: VOR flgt-checked, opern normal. (5-18)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. Rnwy 3R-21L daylgt hrs only.
OREGON: **ADAMS-ROTHROCK ARPT: New fld. Type: L. Lat 45-45, long. 118-36-45. Lctn: 4.0 SW. Elev: 1520'. No. of rnwys: 1. Lngst rnwy & facs: 21. Fuel: F1. Remarks: Unattended. P-line SW. (5-1)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000';alt radial 140° lmtd to 32 n mi usable dist at 9000'.
**BEAVERMARSH, SITE 73, RIV-DLS: Open to all acft. (4-20)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE ARPK: Effective June 30, fld will be abandoned. Housing and street const adj SE end of rnwy. 45' unlgtd poles, 750' SSE end rnwy. (4-20)
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-59-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.
KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N/S taxiway closed. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45' - caution ' equip. crossing rnwys. (8-1)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

OREGON: MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
**NEWBERG-SPORTSMAN ARPT: Unicom. (10-10)
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**PORTLAND-TROH'S SKYPORT ARPT: Unicom. (10-10)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
SCAPPOOSE-COLUMBIA COUNTY ARPT: Drag races will be conducted June 10 and 24, July 8 and 22, August 5 and 19, Sept 1, 2 and 3, Oct 14. (4-6)
THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)
TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.
WARRENTON-SPECIAL NOTICE: Effect. June 16 thru 30, inclusive a temp controlled firing area will be established: Name: Warrenton, Oregon. Description: North boundary: lat 46-10-04; East boundary long. 123-55-45; South boundary lat 46-01-00; West boundary: long. 124-20-00. Altitude: Surface to 20,000' MSL. Time of Use: 0800-1700 daily. Activities: Drone operations, AAA firing. Controlling Agency: Oregon National Guard, Camp Clatsop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
**ALTOONA-BLAIR COUNTY ARPT: 34' p-line erected 1400' S end of N/S rnwy in line with E bndry fld - unmrkd. (2-29) Unlgtd p-line erected from unlgtd hangar approx 250' NE of rnwy intsxn to bldg lctd approx 1000' NE of rnwy intsxn.
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due to hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CLEARFIELD ARPT: Closed. (2-2)
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
**COLUMBIA McGINNESS ARPT: Elev: 334'. (5-10)
DU BOIS ARPT: Closed.
ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd at lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229' MSL. Class: BVOR. (4-13)
EMLENTON ARPT: Closed. (2-16)
EMPORIUM-KEYSTONE PARK ARPT: Clsd to all operns June 3, thru June 11.
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.
ERIE-PORT ERIE ARPT-TOWER: All components of ILS, xcpt MM and LMM shut down until approx May 29. Lclzr relctd 800' from end of new 400' extension to rnwy 6. (5-11)

PENNSYLVANIA: FLD: Usable length NE/SW rnwy now 5000'. (4-13)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
LEWISTOWN ARPT: Caution - strips under const, men, equip. on fld. (5-23)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 closed for lndgs, Rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 closed for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35 - marked days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal transportation and services avail., load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: Rnwy 6-24, 300' E end rnwy 10-28 and taxi strip between rnwys 24 and 28 clsd - const. Rnwy 10 closed lndgs. 40' unlgtd p-line 950' W of apch end rnwy 10. (5-14)
PHILIPSBURG-ALBERT ARPT: Closed. (5-23)
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. (10-28)
PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS glide slope shut down. About June 13, LMM will be cmsnd. Freq: 201 kc. Ident: GC. (5-28) FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two ft trenches lctd 5 to 30 ft from edges and ends all rnwys and taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consists of green bar lgts across the rnwy at the threshold and 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. (3-29) Lgts are variable in brightness and controlled by the Allegheny twr. Brightness settings are determined by prevailing weather conditions.
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end Rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
★PITTSBURGH (UNION)-RADIO: May 25, MH fac decmsnd.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. Soon, VOR will be shut down - modification.
STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265°, at min en route alt.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

PENNSYLVANIA: TOWANDA ARPT: Closed - flooded. (3-8)
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Clsd to transient acft.
WAYNESBURG-GREENE COUNTY ARPT: Runway lgts inoperative.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5 R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: **ANDERSON-LAZY ACRES ARPT: New fld; Type: L. Lat. 34-27, long. 82-49. No. of rnwys 1. Lngst rnwy & facs: 14. Remarks: Private. Short fld. (5-3-56)
**CHARLESTON-SPECIAL NOTICE: Effect May 31, Warning Area W-132 to be amended as follows: Name: Charleston, S. C. Description: Beginning at lat 32°43', long 79°48'; thence to lat 32°20', long. 78°44'42"; thence to lat 32°00', long. 78°51'12"; thence to lat 32°00', long. 80°33'; thence to lat 32°26', long. 80°18'; thence along a line 3 n mi from and parallel to the coast line to the point of beginning. Altitude: Surface to unlimited. Time of use: Continuous. Activities: Air-to-air and air-to-water gunnery. Controlling Agency: Com. Mine Force Atlantic Fleet, Charleston, S. C.
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths. (11-4) About June 16, VOR will be shut down until approx Aug. 19. (4-26)
CHARLESTON-AFB MUNICIPAL ARPT: Rnwy 3-21 clsd. Hvy equip and const vcnty intersection rnwys 3-21 and 15-33. (4-9)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
FLORENCE-RADIO: VOR radials 220° unusable. Temporary MEA Columbia to to Florence via V-56, 4000'. (4-10)
GEORGETOWN-COUNTRY ARPT: Bcn, obst, and all lndg area lgts inop. (5-9)
**LANE ARPT, SITE 24, JAX-RIC: WNW/ESE rnwy perm clsd. (5-11)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: Closed to all trans. military and civil acft - construction. (5-17)
NICHOLS ARPT: Caution - const. (2-24)
**ORANGEBURG ARPT: Bcn & rnwy lgts operg sunset-sunrise. (4-18)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
HURON HOWES ARPT: Rnwys 17-35 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
**MARTIN-BENNETT COUNTY ARPT: Abandoned. (4-11)
MILLER ARPT: Open only to ski-equipped acft. (2-1)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from ben to transmission line.
PIERRE ARPT: Rnwy 17-35 operation normal. (3-21)
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500';290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mile S of arpt.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. May 16 VOR shut down until approx June 16. During this period the following intersections and Victor Arwys will be discontd: Benton, Crandall, Whitwell, Chickamauga Georgetown, Rossville, Murray, and Harris. V-5 Kennesaw intersection to Nashville, V-115 Birmingham to Knoxville, V-51 Kennesaw intersection to Crossville, V-54 Chattanooga to Harris. Aviation Safety advises the following intersections will be temp. redesignated: Georgetown 167° radial of Crossville VOR and NE course of Chattanooga LF rng. Direct flgts from Murphy homer to Chattanooga LF rng to descend to 3000' when passing 170° radial of Crossville VOR. Whitwell redesignated as intersection of NW course of Chattanooga LF rng and 205° radial of Crossville VOR. 4000' Minimum alt. Whitwell to Chatanooga LF rng of North Chatanooga homer due to TV twrs. (5-16)
DYERSBURG ARPT: Runway lgts inop. (4-13)
GRAHAM-RADIO: May 7, VOR shut down until approximately June 7. (5-9) Temporary. MEA Jackson, Tenn to Nashville via V-16, 3000'. Muscle Shoals to V-16 via V-7, 4000'. Bowling Green, Ky to V-16 via V-57, 6000'. Dyersburg, Tenn to Graham via V-140S unusable. Jackson to Graham and Graham to Crossville via V-16S unusable. (5-10)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
**KNOXVILLE-McGHEE-TYSON ARPT: Rgt tfc rnwy 22R. (5-3)
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control. (8-15)
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270° 35 n mi at MEA. (12-16) About June 6, VOR will be shut down until approx July 6 - modernization. (4-25)
NASHVILLE-BERRY FLD: Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. Temp. 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33.
TRI-CITY-RADIO: April 11, VOR/DME shut down until approx May 31. The following intersections re-established: Roan Mountain int 007° radial Asheville, N. C. VOR & SE course Tri-City LFR, Hilton int 327° bearing Tri-City LFR and 054° radial Knoxville VOR, Yuma int 290° bearing Tri-City LFR and 054° radial Knoxville VOR. (5-9)
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping. (1-20)
**ABILENE(NEW)ARPT: 410' (2115' MSL Lgtd rdo twr erected 4.0 n mi NNW (343°T) at lat 32-29-25, long. 99-43-21. (5-15) FLD: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE MUNICIPAL ARPT: Bndry lgts rnwy 13-31 inop.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO-RADIO: About June 18, VOR will be shut down until approx July 18. During shutdown, Amarillo intersection estab using Lubbock 357° radial and V-12 or V-140 adjacent stn arwy radial. MEA Lubbock to Amarillo intersection via V-81 12,000' MSL. MEA Tucumcari to Amarillo intersection via V-12 12,000' MSL. MEA Amarillo intersection to Dalhart via V-114 12,000' MSL. MEA Amarillo intersection to Gage via V-12 12,000' MSL. MEA Amarillo intersection to Sayre via V-140 12,000' MSL. MEA Amarillo intersection to Childress via V-114 12,000' MSL. (5-3)
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) May 21 LOM shut down until approx June 15 for conversion to an MHW. Upon resumption, will be called Tradewind, freq 338kc; ident: TDW. Concurrent with cmsng of Tradewind MHW the St. Francis MHW will be perm decmsnd. (5-21)
AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. (1-13) Neon apch lgt sys inop. Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)
BEAUMONT-RADIO: April 3, VOR shut down. (5-23)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BROWNSVILLE-MAULDIN MUN ARPT: 165' (187'MSL) lgtd temp derrick erected 2.1 n mi WNW (305°T) at lat 25-58-00, long. 97-33-00.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000° at 40 n mi.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.
**CONVERSE-HEDRICK ARPT: New fld. Type: P. Lat. 29-30, long. 98-25. Lctn: 8 NE San Antonio. Elev: 750'. No. of rnwys: 1. Lngst rnwy & facs: 21-S5. Fuel: F3. Remarks: Fence across north end. (3-21)
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
**CRANE-COUNTY ARPT: 158'(2791'MSL) lgtd rdo twr erected 1.5 n mi SE(150°T) at lat. 31-23-14, long 102-21-32. 285' (2855'MSL) lighted radio tower erected 3.0 n miles E (90°T) at lat 31-24-00, long. 102-18-58.

TEXAS: DALLAS-LOVE FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (3-16)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)

DUMAS ARPT: New arpt, lctd 1.5 mi W of city with one paved NNE/SSW rnwy 4400' long, opened to tfc. (6-15)

★EL PASO-RADIO: May 18, trans and rcvr 131.5 mc cmsnd. DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1)

FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° r estricted beyond 20 mi acct scalloping. (2-14)

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)

**FREER ARPT: 320' (1030'MSL) lgtd rdo twr erected 2.0 n mi SSW (211°T) at lat 27-51-18, long. 98-35-46. (4-24)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long 96-32-00.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radial 306° unreliable, courses 120° thru 140° unusable acct scalloping and bends. (5-22)

HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)

**IRVING-JAP LEE AIRSTRIP: New fld: Type: P. Lat 32-51, long 96-57. Lctn: 3 mi N. Elev: 520'. No. of rnwys: 3. Lngst rnwy & facs: 17. Fuel: F1. (9-18)

**JACKSBORO-PURSLEY FLD: (Formerly carried Jacksboro-Grace Fld). (5-20)

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling.(9-6)

LAREDO-RADIO: Mar 3 VOR shut down. (5-23)

**LOCKNEY-THOMPSON FARM ARPT: Abandoned. (5-21)

LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35'high erected 1000' E of center line N/S rnwy, 500' S of north taxiway. (12-16)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

**McALLEN-MILLER ARPT: 110'(226'MSL) lgtd rdo twr erected 2.0 n mi ENE(80°T) at lat 26-11-55, long 98-12-55. (5-3) Rnwy 18 clsd for take-offs and lndgs. (1-24)

**MEMPHIS-MARTIN ARPT: 640' (975'MSL) lgtd TV twr erected 4.5 n mi E (85°T) at lat 35-09-17, long 89-49-20. (5-14)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINEOLA-WISENER ARPT: Rough - use extreme caution. (4-25)

MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. Mar 20, VOR shut down until approx May 22 - modification. (3-20)

TEXAS: ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

PALACIOS-RADIO: May 15, VOR shutdown until approx July 17. (5-15)

PERRYTON ARPT: Bndry and bcn lgts inop. (4-26)

PT. ISABEL ARPT: Unattended. No fuel or services. (4-2)

QUITMAN-RADIO: VOR shut down until approx June 4 - modernization. (4-19)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

ST. FRANCIS-RADIO: About June 8, MHW will be perm. decmsnd. (4-26)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. April 19, VOR shut down approx June 25 - modernization.(3-8) Concurrent with shutdown, Salt Flat int estab using El Paso 080° radial and V-94 adj stn arwy radial. MEA El Paso to Salt Flat Int via V-16 10,800'MSL. Salt Flat int to Gore Int via V-16 14,000'MSL. Gore Int to Wink published MEA. (4-19)

**SAN ANTONIO INTERNATIONAL ARPT: 435' lgtd rdo twr erected 10 miles ENE.

SAN MARCOS ARPT: Clsd - const. (4-9)

**SHERMAN ARPT: N/S rnwy length now 4000'. (4-25)

**SILVERTON ARPT: Abandoned. (5-19)

SULPHUR SPRINGS-RADIO: About June 16, VOR will be shut down until approx Aug 18.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only.

**WINK, 18, ELP-FTW ARPT: Rnwy lgts 4-22 and 17-35 perm decommissioned and closed to ngt operns. (4-12)

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

★HANKSVILLE-RADIO: Trans and rcvr 243.0 mc cmsnd, May 17. VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

JORDAN NARROWS-SPECIAL NOTICE: Temporary Controlled Firing Area is amended as follows: Time of Use: June 3 to 24, 1956, inclusive.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: May 29 VOR shut down until approx June 25. The following arwys will not be usable during shutdown. V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger. (5-25)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50° - 85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. Capital 3-2311, ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Capital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution-500' extn S end rnwy 35 under const, men,equip on fld. (5-22)

BRISTOL ARPT: E/W rnwy closed, obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About June 11, LF rng will be shut down for approx five days - use for homing only. (4-24)

VERMONT: ★BURLINGTON ARPT-TOWER: May 22 trans & rcvr 348.6 mc cmsnd. (5-22) All UHF- equipped acft will contact Burlington apch ctl on 348.6 mc prior to entering the
** Burlington area. FLD: 390' lgtd antenna erected 1.1 n mi SE (137°T) at lat 44-27-40, long. 73-08-35.
**RUTLAND ARPT: Unicom.
VIRGINIA: BLACKSTONE AAF: Field closed to civil acft. Frequent parachute dropping exercises involving personnel and equip. on progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information.
**BUCKINGHAM-BRADSHAW'S ARPK: New fld. Type: P. Lat 37-38, long. 78-36. Lctn: 6.0 NW. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 35. Fuel: F1.
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all altitudes all times.
**DANVILLE MUN ARPT: Two 285' towers erected 20 nautical miles N (4°T) at lat 36-55-31, long. 79-19-50.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS discontd-Martinsburg, W. Va. will control VOR and LF rngs. Auto wea trans entered on Service A.
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS FLD: Now open for season.
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. About June 18, VOR/DME will be shut down until approx Aug. 3.
LEESBURG ARPT: New 3500' E/W strip closed- old strip lying parallel and S will be available-2200'.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MARTINSVILLE ARPT: Extreme caution-men and equip on rnwys-const.
★MONTEBELLO-RADIO: Trans & rcvr 243.0 decmsnd. VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for milti-engine executive and non-scheduled acft.
**RICHMOND-NORTHFIELD ARPT: Unicom.
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways- caution.
WILLIAMSBURG-COLLEGE ARPT: Caution NE/SW rnwy under const. Men, equip on runway all hours.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves Puget Sound area and lakes.
BELLEVUE ARPT: 40' power crane working S end of rnwy in apch zone.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 100' NE end NE/SW rnwy closed to hvy tfc.
BREMERTON-KITSAP COUNTY ARPT: The lst 2,000' rnwy 1 closed to all Naval aircraft.
DEER PARK ARPT: E/W rnwy closed on alternate Sundays-drag races.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hours.
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads.
MT. CATHERINE BCN SITE # 4, SEA-HLN: Beacon inop.
WASHINGTON: OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'.
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmarked.
SEATTLE-RADIO: VOR radial 158° unusable for instr apch.
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight advisory Information is bases upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'.
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500'- use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with tower-caution.
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 16-34 North 1200' and taxiway North of WAL. hangar closed 0700-1800 Mon thru Fri. (4-27) Rnwys 7-25 and 11-29 closed. Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be closed to all 4 engine acft.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'.
**SPOKANE-CALKINS ARPT: N/S and E/W rnwys perm closed.
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only.
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on field.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 260°-280°, unreliable; 280°-330°, 40 n mi at 9000'; 330°-110°, 50 n mi at 9000'. Effect. May 7, request all VFR tfc arriving Geiger Arpt or utilizing apch facilities to Geiger for practice purposes make initial rdo contact with Spokane apch control on appropriate apch ctl freq in lieu of contacting Geiger twr. Contact Geiger twr lcl ctl freq approx 5 mi from arpt unless instructed otherwise. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21. Rnwy 7-25 and taxiway between National Guard area and rnwy 34 closed repairs.
TACOMA ARPT: Rnwys being repaired. Roller and other equip. on fld and rnwys. Caution-land according to wind tee between runways.
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: **ARTHURDALE ARPT: Delete from records-personal use.
BECKLEY-RALEIGH COUNTY MEMORIAL ARPT: Five 90' lgtd poles 1 mi. E rnwy 28.
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. May 7 VOR/DME shut down until approx June 8-Modernization.
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.
ELKINS MUNICIPAL ARPT: Runway lights 4-22 inoperative.
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline & 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn. marked.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: CABLE-UNION ARPT: Closed.
FOND DU LAC SKYPORT: Caution in snow. Rnwy sides soft wet seasons. (29 May 1956)

WISCONSIN: GREEN-BAY-RADIO: About June 1, VOR will be shut down until approx Aug 1 - modernization. (5-1)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares ngts. (4-23)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-9) All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Runway 7L-25R open daylight hours only. East taxi strip closed to all tri-gear aircraft and jets. Obstruction lights on approach end runway 13 are obscured by trees. (1-9) Parking facilities limited- itinerant military aircraft on unofficial business may find parking facility unavailable. (5-14)

**MANITOWOC-KAKUK AVIATION SERVICE ARPT: Formerly carried as Manitowoc Mun Arpt. Fuel: F4. (5-21)

WAUKESHA-COUNTY ARPT: Rnwy lgts being moved from NE/SW rnwy to E/W. Do not land NE/SW rnwy. (11-3)

WOODRUFF-ARBOR-VITAE-RADIO: Privately owned MH fac oper sunrise - sunset.(5-25)

WOODRUFF-ARBOR VITAE ARPT: Open sunrise-sunset. (5-25)

WYOMING: CAMP GUERNSEY: A temp controlled firing area is established as follows: Name: Camp Guernsey, Wyo. Description: Beginning at lat. 42-16-00, long. 104-42-00, thence to lat 42-12-00, long. 104-42-00, thence to lat 42-12-00, long 104-45-00, thence to lat 42-16-00, long. 104-45-00, thence to point of beginning. Altitude: Surface to 6,000 feet. MSL. Activities: 155 mm and 105 mm Howitzer firing max of 15 rounds each day. Time of Use: Daily, 1000 - 1700 hours(MST). Controlling Agency: Adjutant General, Wyoming National Guard, Cheyenne, Wyoming. Effective dates: 15 and 16 June 1956.

WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS Glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Effect. June 9, tower hours operation will be 0400-2400. (5-18) FLD: Caution - all aircraft entering traffic pattern occasional jet aircraft operation with pickup and dropping of tow targets. (4-29)

CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)

KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet. (11-6)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed. (4-12)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

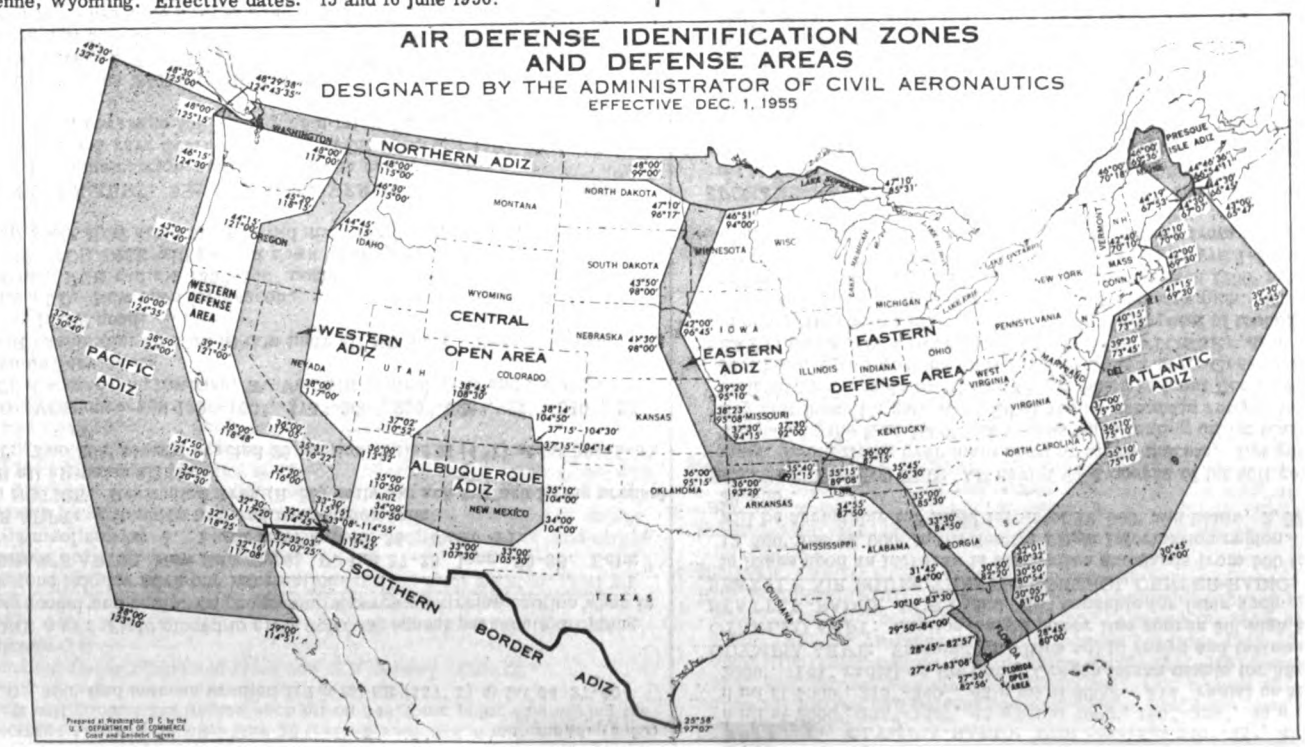
ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution. (10-4)

PUERTO RICO: SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr. Caution. (6-7)



(29 May 1956)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions(television towers, smoke stacks, etc.)which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING AIRPORT TO TOWER	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Anniston, Anniston	6.1 SSE; 158°	2981	574	33-29-06; 85-48-32
Birmingham, Birmingham	5.0 SW; 215°	1525	505	33-29-27; 86-47-48
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Allenport	2.5 E; 90°	987	751	32-18-42; 86-13-40
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
→ Birmingham, Birmingham	10.5 SW;233°	1049	549	33-27-04; 86-55-18
ARIZONA				
Douglas, Douglas	4.0 W; 270°	4500	556	31-20-45; 109-35-00
Phoenix, Sky Harbor	3.0 NW; 298°	1332	495	33-27-12; 112-04-30
Tucson, Gilpin	2.5 SE; 135°	2868	500	32-14-22; 110-58-13
ARKANSAS				
Eldorado, Eldorado	3.5 SSE; 160°	855	630	33-07-40; 92-38-28
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
Little Rock, Adams	7.5 S; 175°	762	505	34-36-02; 92-13-32
CALIFORNIA				
Fresno, Fresno-Chandler	12.0 W; 258°	880	660	36-41-42; 120-03-18
Los Angeles, Fullerton	2.0 W; 280°	823	760	33-52-46; 118-00-48
Los Angeles, Los Angeles	4.5 NNE; 20°	580	497	34-01-40; 118-22-20
Sacramento, Sacramento	6.0 NNW; 335°	518	500	38-36-35; 121-33-15
San Francisco, San Francisco	8.0 SE; 125°	560	557	37-32-50; 122-14-00
San Francisco, San Francisco	9.0 NNW; 337°	1371	529	37-45-20; 122-27-05
COLORADO				
Sterling, Sterling-Logan Co.	6.0 ENE; 72°	4749	749	40-38-05; 103-08-15
CONNECTICUT				
DELAWARE				
DIST. OF COLUMBIA				
Washington, D.C., Washington National	5.0 N; 350°	739	538	38-55-28; 77-03-20
FLORIDA				
Carrabelle, (Corps of Engineers)	8.0 NE; 63°	665	625	29-54-20; 84-33-45
Ft. Lauderdale, Broward Co.	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Ft. Lauderdale, Broward Co.	6.0 SSW; 205°	762	752	25-58-46; 80-11-50
Hollywood, North Perry	3.0 SSE; 147°	553	546	25-57-27; 80-12-43
Jacksonville, Imeson	10.0 SW; 215°	615	587	30-17-10; 81-44-52
Miami, Hollywood, N. Perry	2.6 SSE; 147°	943	937	25-57-27; 80-12-43
Orlando, Orlando Municipal	3.6 W; 270°	687	584	28-33-17; 81-24-42
Pensacola, Pensacola	5.0 WSW; 250°	677	613	30-26-43; 87-17-01
St. Petersburg, Pinellas Co.	5.0 ESE; 108°	505	505	27-52-39; 82-35-27
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm-Beach County	13.4 N; 03°	549	549	26-49-07; 80-04-30
Hollywood, North Perry	2.6 SE; 145°	997	991	25-57-49; 80-12-44
Jacksonville, Imeson	7.0 SSW;195°	995	994	30-18-47; 81-39-00
GEORGIA				
Atlanta, Atlanta	9.0 NNE; 13°	1559	598	33-47-56; 84-23-14
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
Atlanta, Atlanta	8.0 NE; 24°	2040	1062	33-45-51; 84-21-42
Augusta, Daniel	4.5 ENE; 59°	980	498	33-30-21; 81-57-43
Macon, Smartt	4.3 S; 177°	848	514	32-45-09; 83-33-33
Savannah, Scott	4.6 E; 75°	535	500	32-04-07; 81-05-35
Thomasville, Rose City	14.0 SW; 227°	909	669	30-39-50; 84-12-36
IDAHO				
ILLINOIS				
Champaign, Champaign	9.0 WSW; 255°	1701	981	40-06-23; 88-26-59
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Meigs	1.5 NW; 323°	1211	617B	41-52-45; 87-37-51
Chicago, Meigs	2.0 NNW; 340°	1205	638B	41-53-25; 87-37-25
Chicago, Meigs	2.0 NW; 323°	1130	535B	41-53-05; 87-38-04
Chicago, Meigs	1.8 WNW; 327°	1111	571B	41-53-12; 87-37-50
Chicago, Meigs	1.5 NW; 327°	1420	686B	41-52-25; 88-01-42
Chicago, Meigs	1.8 NW; 318°	1345	744B	41-52-57; 87-38-15
Chicago, Meigs	1.5 NW; 223°	1111	561B	41-53-08; 87-37-30
Chicago, Meigs	1.1 NW; 318°	1111	585B	41-52-30; 87-37-35
Chicago, Intn'l - O'Hare	6.0 W; 282°	1115	750	42-00-41; 88-02-10
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Decatur, Decatur-Aviation	3.7 SSW; 150°	1242	602	39-49-28; 88-58-03
East St. Louis, Parks Met.	5.1 E; 82°	1145	589	38-35-06; 90-03-26
Harrisburg, Harrisburg-Raleigh	4.5 S;176°	960	549	37-44-20; 88-32-25
Quincy, Quincy-Baldwin	6.0 W; 276°	1433	673	39-57-09; 91-19-50
Quincy, Quincy-Baldwin	6.0 WNW; 287°	1560	804	39-58-22; 91-19-54
Rockford, Greater Rockford	6.3 NW; 324°	1487	691	42-17-14; 89-10-16
Rockford, Pecatonica	5.8 ESE; 112°	1546	649	42-17-50; 89-14-25
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-19-59; 85-03-07
Bloomington, Kisters	20.5 NNW; 340°	1800	973	39-28-28; 86-45-40
Evansville, Skylane	1.5 S; 188°	975	515	37-59-21; 87-35-37
Fort Wayne, Smith	3.0 S; 198°	1593	793	41-05-36; 85-10-28
Indianapolis, Sky Harbor	2.0 S; 175°	1870	997	39-45-39; 86-00-21
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
Terre Haute, Terre Haute	3.0 NNE; 17°	1043	548	39-27-57; 87-24-13
West Madison, Meyers (stacks)	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
IOWA				
Ames, Ames	3.0 WSW; 252°	1620	580	41-59-20; 93-41-12
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Cedar Rapids, Hunter	6.0 N; 10°	1570	702	42-01-43; 91-38-27
Davenport, Davenport	1.5 E; 90°	1310	625	41-32-54; 90-28-37
Des Moines, Des Moines	15.0 NE; 63°	1710	743	41-39-12; 93-20-56
Des Moines, Des Moines	3.0 NNE; 20°	1546	706	41-35-18; 93-37-46
Fort Dodge, Fort Dodge	4.5 S; 190°	1773	650	42-29-50; 94-12-10
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Mason City, Mason City	11.5 NNE; 25°	1755	500	43-21-15; 93-13-00
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Sioux City, Rickenbacker	5.0 E; 90°	1937	537	42-32-33; 96-23-34
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Hutchinson, Hutchinson	4.0 ESE; 104°	2325	780	38-03-23; 97-46-36
Lawrence, Lawrence	4.1 SSW; 212°	1540	511	38-57-18; 95-15-50
Pittsburg, Columbus	8.0 ENE; 62°	1470	574	37-13-19; 94-42-17
Topeka, Allen	2.3 N; 350°	2031	950	39-03-55; 95-45-50
Wichita, Wichita	7.7 NW; 325°	2435	1071	37-46-37; 97-31-01
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Wichita	8.0 NE; 45°	2048	708	37-45-01; 97-18-12
KENTUCKY				
Henderson, Skyline	9.0 S; 170°	1003	542	37-52-00; 87-33-57
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
Lexington, Blue Grass	7.0 E; 93°	1610	548	38-01-50; 84-27-00
Louisville, Standiford	12.0 NW; 335°	1590	600	38-22-10; 85-49-49
Louisville, Standiford	4.0 N; 346	6000	1060	38-14-50; 85-45-50
Louisville, Bowman	11.0 E; 80°	1440	675	38-15-40; 85-25-39
LOUISIANA				
Alexandria, McArthur	4.3 ENE; 75°	692	591	31-18-22; 92-24-56
Baton Rouge, Ryan	5.7 SSW; 195°	545	500	30-26-36; 91-10-49
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
Monroe, Selman	3.0 NW; 295°	850	774	32-31-37; 92-06-16
New Orleans, Callender	4.5 NNW; 338°	623	609	29-54-41; 90-02-50
New Orleans, Callender	5.0 N; 353°	563	563	29-55-15; 90-02-00
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
Bethesda, Congressional	3.5 SE; 147°		545	39-00-05; 77-06-15
Baltimore, Friendship	9.0 N; 2°	870	530	39-20-07; 76-39-15
Baltimore, Friendship	7.0 NNE; 20°	625	591	39-17-22; 76-36-56
Salisbury, Salisbury Wicomico County	5.0 NW; 307°	690	649	38-24-15; 75-34-46
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Detroit, Detroit City	5.0 WSW; 250°	1170	538	42-22-25; 83-06-50
Detroit, Detroit City	4.0 SW; 200°	1295	693	42-19-49; 83-02-52
Detroit, Detroit City	10.0 NW; 295°	1749	1063	42-28-59; 83-12-20
Detroit, Detroit City	13.0 WNW; 288°	1738	1057	42-27-38; 83-12-49
Detroit, Wayne-Major	6.5 SE; 118°	1311	710	42-10-04; 83-12-58
East Lansing, Capital City	9.0 SE; 118°	1874	1034	42-42-08; 84-24-51
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Kalamazoo, Kalamazoo	6.0 NNE; 12°	1054	952	42-24-58; 85-31-51
Lansing, Capital City	4.0 SE; 118°	1360	500	42-44-26; 84-30-48
Saginaw, Saginaw	2.5 NNE; 20°	1160	569	43-28-15; 83-50-36
White Pine, Gogebic County	27.5 NE; 60°	1380	504	46-45-52; 89-34-05
Lansing, Davis	7.0 SE; 138°	1899	999	42-41-14; 84-22-35
MINNESOTA				
Duluth, Duluth	4.2 SE; 135°	1828	584	46-47-20; 92-06-51
Duluth, Duluth	4.0 SE; 140°	2049	816	46-47-08; 92-07-15
Minneapolis, Anoka	1.0 SE; 132°	1540	654	45-10-01; 93-19-02
Minneapolis, Minn.-St. Paul	6.0 NNW; 340°	1468	608	44-58-28; 93-16-10
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Jackson, Hawkins	7.0 SE; 125°	1045	666	32-15-48; 90-06-42
Jackson, Hawkins	4.0 SW; 220°	1049	670	32-17-02; 90-15-54
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05

MISSOURI

Cape Girardeau, Cape Girardeau	6.9 N; 352°	1439	882	37-20-25; 89-35-21
Columbia, Columbia	6.5 SE; 135°	1612	774	38-53-14; 92-15-43
Kansas City, Kansas City Mun	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Kansas City, Thirty First St.	1.0 NNW; 340°	1949	1025	39-05-03; 94-30-57
Kansas City, State Line	4.5 NW; 320°	1778	748	38-56-06; 94-39-42
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
New Bloomfield, Jefferson City Memorial	6.5 NNE; 30°	1417	500	38-41-28; 92-05-43
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Springfield, Springfield	5.5 SE; 132°	1835	550	37-10-59; 93-18-11
St. Joseph, Rosecrans	5.0 E; 90°	1780	750	39-46-12; 94-47-53
St. Louis, Lambert	9 SE; 145°	1044	563	38-38-08; 90-11-45
St. Louis, Lambert	8.7 SE; 150°	1159	678.5	38-37-41; 90-16-09

MONTANA

Billings, Billings	6.0 SW; 207°	3770	559	45-43-09; 108-36-21

NEBRASKA

Hastings, Hastings	2.5 NE; 42°	2709	769	40-39-06; 98-23-04
Imperial, Imperial	27.5 ENE; 75°	3848	583	40-37-29; 101-01-58
Lincoln, Crete	14.8 NW; 315°	2529	999	40-48-08; 97-10-47
Minden, Minden	7.0 W; 255°	2793	581	40-29-43; 99-05-01
Omaha, Omaha	4.0 SW; 230°	1695	524	41-15-34; 95-56-58
Sidney, Sidney	2.5 S; 180°	5060	740	41-03-10; 102-58-33

NEVADA

NEW HAMPSHIRE

NEW JERSEY

NEW MEXICO

Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea County	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lovington	1.0 NW; 310°	4525	600	32-57-28; 103-21-13
Roswell, Roswell	8.0 E; 92°	4540	790	33-24-05; 104-22-45
Hobbs, Lea County	6.0 ENE; 78°	4122	500	32-43-28; 103-05-46

NEW YORK

Binghamton, Tri-Cities	6.5 ESE; 100°	2546	785	42-03-34; 75-57-06
Buffalo, Buffalo	17.5 SSE; 163°	2641	1001	42-39-33; 78-37-38
Camden, Hancock(Syracuse)	17.0 NE; 52°	1145	625	43-18-05; 75-48-42
Carthage, Watertown	13.0 E; 98°	1696	574	43-57-16; 75-43-45
Forrestport, Boonville (research tower)	7.0 E; 98°	2650	1203	43-26-39; 75-05-08
New York, LaGuardia	5.0 WSW; 255°	1522	1465	40-44-54; 73-59-10
Schenectady, Schenectady Co.	6.0 SW; 220°	990	625	42-47-31; 74-00-36
Syracuse, Hancock	11.3 S; 180°	1914	554	42-57-19; 76-06-34
Troy, Troy	6.0 NNE; 20°	1520	543	42-47-08; 73-37-46
Albany, Albany	6.0 SE; 130°	860	690	42-41-23; 73-42-26

NORTH CAROLINA

Chapel Hill, Chapel Hill	5.7 SW; 235°	1549	799	35-52-07; 79-10-06
Charlotte, Mt. Holly	3.0 ESE; 71°	1866	562	35-17-50; 81-06-53
Charlotte, Brockenbough	2.6 WSW; 250°	1322	542	35-18-05; 80-53-24
Durham, Bryan	7.8 NNW; 285°	1489	783	36-06-39; 78-56-19
Greensboro, Air Harbor	5.0 SSE; 156°	1549	759	36-05-59; 79-45-47
Greenville, Pitt-Greenville	3.9 S; 177°	948	873	35-34-15; 77-22-49
Raleigh, Raleigh-Durham	5.0 SSE; 167°	1029	525	35-47-38; 78-45-41
Winston Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Winston Salem, Smith-Reynolds	4.0 SW; 226°	1447	547	36-05-30; 80-16-59

NORTH DAKOTA

Bismarck, Bismarck	9.9 ENE; 64°	2413	704	46-51-12; 100-32-37
Valley City, Valley City	12.2 NE; 35°	2495	1086	47-05-29; 97-51-15

OHIO

Cincinnati, Cincinnati-Lunken	3.5 W; 281°	1348	523	39-06-59; 84-30-07
Cleveland, Brooklyn	8.5 SSE; 153°	1945	775	41-21-43; 81-42-52
Columbus, Ohio State Univ.	4.0 SSE; 152°	1325	578	40-01-31; 83-01-38
Columbus, Clickener	1.0 SW; 226°	1380	644	39-52-24; 82-58-45
Columbus, Sullivant Avenue	4.6 NE; 34°	1418	593	40-00-28; 83-02-49
Dayton, Neff	2.7 N; 9°	2046	1096	39-44-05; 84-14-55
Stubenville, Weirton	4.9 SW; 219°	2041	881	40-20-32; 80-37-14
Toledo, National	4.8 S; 180°	1149	557	41-38-46; 83-32-25
Youngstown, Bird	3.0 SSW; 199°	2049	1000	41-04-46; 80-38-42
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
Cincinnati, Lunken	6.0 W; 265°	1314	504	39-06-17; 84-33-21
Columbus, Port Columbus	7 W; 260°	1549	839	39-58-14; 83-01-23

OKLAHOMA

Ada, Ada	5.5 N; 357°	1719	725	34-54-08; 96-40-37
Enid, Woodring	3.5 E; 80°	2081	816	36-23-10; 97-42-33
Guymon, Guymon	1.3 SE; 137°	3620	500	36-40-00; 101-29-05
Lawton, Lawton	5.0 ENE; 75°	1684	520	34-35-35; 98-19-06
Muskogee, Hatbox	18.0 WNW; 290°	1701	719	35-51-43; 95-46-01
Oklahoma City, Wiley Post	3.0 ESE; 115°	2724	1572	35-32-58; 97-29-48
Oklahoma City, Wiley Post	4.0 ENE; 75°	2150	971	35-33-48; 97-29-23
Oklahoma City, Downtown	2.0 NE; 38°	1690	500	35-28-08; 97-30-58
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1175	36-11-46; 96-05-53
Tulsa, Tulsa Municipal	8.0 SW; 235°	1400	494	36-07-00; 96-01-28

OREGON

Portland, Portland Mun.	7.0 SW; 232°	1173	708	45-30-58; 122-43-57
Portland, Portland Mun.	4.0 WNW; 285°	638	625	45-36-05; 122-41-08

PENNSYLVANIA

Allentown, Bethlehem-Easton	6.1 S; 180°	1495	497	40-33-59; 75-26-03
Erie, Port Erie	6.1 ESE; 115°	2072	732	42-02-20; 80-03-45
Lebanon, Hershey	6.0 ESE; 106°	1472	572	40-15-45; 76-27-49
Philadelphia, Wings	5.0 SE; 130°	1014	602	40-05-00; 75-10-47
Philadelphia, Wings	6.0 SSE; 165°	1262	979	40-02-36; 75-14-12
Philadelphia, International	5.5 NE; 40°	614	574	39-57-04; 75-10-08
Pittsburgh, Greater Pittsburgh	9.0 E; 85°	1871	561	40-29-39; 80-01-07
Pittsburgh, Allegheny Co.	11.0 NNW; 347°	1720	540	40-26-48; 79-57-39
Pittsburgh, Greater Pittsburgh	13.0 ENE; 70°	1878	718	40-33-25; 79-57-08
Reading, Grimes	2.5 NE; 30°	2477	1034	40-31-36; 76-13-30
Sharon, Sharon	1.5 SE; 122°	1560	550	41-13-12; 80-28-22
Pittsburgh, Greater Pittsburgh	9 E; 86°	2049	684	40-29-38; 80-01-10

RHODE ISLAND

Providence, Green	10.0 NNE; 36°	1049	853	41-51-54; 71-17-17
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24

SOUTH CAROLINA

Camden, Woodward	6.1 SW; 238°	774	530	34-13-50; 80-40-45
Charleston, Johns Island	7.8 NE; 43°	849	842	32-47-53; 79-53-51
Columbia, Owens	2.2 NW, 316°	900	582	34-00-06; 81-01-44
Columbia, Owens	4.8 NNE 13°	962	542	34-03-22; 80-58-52
Florence, Florence	4.7 N; 8°	920	823	34-16-13; 79-43-39

SOUTH DAKOTA

Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10

TENNESSEE

Jackson, McKellar	6.0 ENE; 66°	1080	560	35-38-32; 88-48-27
Johnson City, Johnson City	2.0 SW; 235°	2540	629	36-19-26; 82-20-36
Knoxville, Island	3.9 NW; 300°	2049	649	36-00-13; 83-56-35
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Memphis, Martin	1.0 NE; 62°	1335	1088	35-10-09; 89-53-12
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry	10.0 NW; 328°	2049	1179	36-16-05; 86-47-18
Memphis, Martin	4.5 E; 85°	975	640	35-09-17; 89-49-20

TEXAS

Amarillo, Amarillo Air Term.	9.2 NW; 305°	4295	833	35-18-53; 101-50-47
Austin, Mueller	4.4 W; 274°	1498	576	30-18-28; 97-47-26
Beaumont, Jefferson Co.	10.0 N; 15°	618	600	30-08-35; 93-58-36
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Dallas, Hi-Way 77	7.5 WSW; 250°	2349	1521	32-35-28; 96-58-34
Dallas, Love	5.1 SE; 144°	1019	653	32-46-47; 96-47-56
Dallas, White Rock	3.5 WSW; 243°	950	563	32-46-40; 96-45-29

TEXAS

Fort Worth, Meacham	6.1 SE; 120°	1679	1074	32-45-42; 97-14-40
Fort Worth, Meacham	6.9 SE; 128°	1743	1113	32-45-01; 97-16-07
Galveston, Alvin	7.7 ESE; 116°	608	574	29-23-38; 95-08-15
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
Houston, Houston	5.1 NNE; 21°	749	529	29-43-28; 95-27-23
Houston, Houston	11.3 SW; 247°	1049	978	29-34-24; 95-28-31
Houston, Houston	8.3 NNW; 327°	633	579	29-45-31; 95-21-48
Houston, Houston	5.9 NNW; 14°	749	686	29-44-08; 95-27-42
Houston, Houston	5.4 NW; 316°	749	700	29-42-56; 95-20-57
Lubbock, Lubbock	6.9 S; 187°	3986	786	33-32-28; 101-50-15
Lubbock, Lubbock	7.9 SSW; 198°	4067	841	33-31-35; 101-52-11
Lufkin, Angelina Co.	10.5 NNW; 347°	950	540	31-25-09; 94-48-02
Madisonville, Coulter	19.4 ENE; 61°	1101	715	30-52-20; 96-00-20
Midland, Midland Air Term.	4.9 ENE; 76°	3349	547	31-57-33; 102-06-15
San Antonio, San Antonio Intn'l	6.5 SSW; 192°	1230	569	29-26-30; 98-29-25
San Antonio, Stinson	7.1 ENE; 62°	1190	515	29-23-24; 98-21-00
Temple, Draughon-Miller	11.3 NE; 43°	1549	933	31-17-06; 97-15-34
Tyler, Pounds	13.3 ENE; 62°	1341	710	32-27-12; 95-09-46
Tyler, Pounds	6.3 ESE; 90°	1050	495	32-21-06; 95-16-00
Weslaco, Central Valley	3.5 E; 100°	845	791	26-09-54; 97-48-45
Wichita Falls, Kickapoo	3.0 NW; 308°	1510	500	33-53-47; 98-32-33
Wichita Falls, Kickapoo	3.8 WNW; 298°	1554	549	33-53-22; 98-33-26
Odessa, Odessa	10.5 SSW; 252°	3856	726	31-51-50; 102-34-36
Big Spring, Big Spring	1 SE; 130°	2960	500	32-15-16; 101-26-44
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03

UTAH

VERMONT

VIRGINIA

Hampton, Norfolk	10.0 NW; 328°	510	500	37-02-20; 76-18-30
Lynchburgh, Preston Glenn	10.0 SW; 223°	1902	574	37-11-50; 79-21-07
Norfolk, Norfolk	13.5 WSW; 250°	1055	1029	36-48-56; 76-28-00
Richmond, Byrd	9.0 W; 270°	770	546	37-30-15; 77-30-39
Richmond, Byrd	8.0 NW; 298°	1049	844	37-34-00; 77-28-36
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17

WASHINGTON

Seattle, Boeing	6.0 NNW; 342°	1011	570	47-37-55; 122-20-59
Spokane, Geiger	6.0 E; 90°	3072	747	47-36-59; 117-21-55
Tacoma, South Port Orchard	6.0 ENE; 63°	1000	580	47-28-43; 122-32-32
Tacoma, Tacoma	2.0 ENE; 15°	950	533	47-16-41; 122-30-42
Tacoma, Tacoma	2.0 NW; 330°	514	514	47-16-18; 122-33-00

WEST VIRGINIA

Charleston, Kanawha Co.	4.8 WNW; 275°	1549	649	38-22-36; 81-42-04
Huntington, Huntington	14.0 ENE; 62°	2049	1069	38-30-34; 82-13-09
Oak Hill, Fayette	5.0 SSW; 200°	2688	688	37-57-27; 81-09-01

WISCONSIN

Colfax, Eau Claire	9.5 NW; 305°	1764	504	44-57-39; 91-40-05
Green Bay, Austin-Straubel	7.5 SE; 130°	1650	1000	44-24-33; 88-00-00
La Crosse, La Crosse	11.3 SSE; 163°	1747	578	43-41-44; 91-12-09
Madison, Traux	9.0 SW; 230°	1679	594	43-03-03; 89-29-15
Marinette, Oconto	5.6 NE; 39°	1402	818	44-56-40; 87-49-48
Milwaukee, General Mitchell	6.0 N; 350°	1261	661	43-02-15; 87-55-12
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Superior, Duluth	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
Madison, Truax	4.5 SE; 134°	1828	584	46-47-22; 92-06-55
	9.5 SW; 230°	1836	716	43-01-52; 89-30-18

WYOMING

LEGEND:

"B" denotes antenna structure on a building.
DISTANCE is given in nautical miles.
BEARINGS are true.
(MSL) Mean Sea Level.
(AGL) Above Ground Level.

(29 May 1956)

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: I SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12
ALICE, TEXAS Municipal Arpt. 178 SBRAZ-DTV ALI Procedure Number 1 Amendment Number 5 Effective: 7 July 1956 Supersedes Amdt. No. 4 dated 12 February 1955 Major Changes: Delete night authority.	San Diego FM MHW (Final)	073 8.6	1000	S side W crs. 253 - outbnd 073 - inbnd 1500 within 10 mi.	1000	073 3.1	T-d C-d A-d	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Within 3.1 miles turn left, climb to 1600' on N (334°) course within 20 miles. Caution: 450' radio tower 3.7 miles NW. 580' radio tower 5.7 miles NW.
CINCINNATI, OHIO Lunken Arpt. 488 SBRAZ-DTV CIN Procedure Number 1 Amendment Number 2 Effect. date: 7 June 1956 Supersedes Amdt. No. 1 dated 26 May 1956. Major Changes: Revises procedure turn and limits missed approach distance.	Loveland FM (Final)	224 7.7	1600	E side NE crs. 044 - outbnd 224 - inbnd 2100 within 10 mi.	1600	227 4.3	T-d T-n C-d C-n S-24 d n A-dn	400-1 600-1 800-1 800-1.5 800-1 800-1.5 NA	400-1 600-1 900-1.5 900-1.5 800-1 800-1.5 NA	400-1 600-1 900-1.5 900-1.5 800-1 800-1.5 NA	Within 4.3 miles after passing the Cincinnati LFR or if landing not accomplished, make a left climbing turn, climb to 2300' on the SE crs. (116°) within 10 miles. Note: No weather reporting service available. AIR CARRIER NOTE: Not authorized for air carrier operations.
	Mt. Orab FM	296 22.0	2100								
GREENVILLE, S. C. Greenville Arpt. 1049 SBMRLZ GRL Procedure Number 1 Amendment No. 8 Effective 23 June 1956 Supersedes Amdt. No. 7 dated 24 December 54 Major Changes: Adjusts minima in accordance with criteria. Deletes transition from Beacon 14 Intersection.	Reedy Intsxn (Final)	002 7.0	1600	W side S crs. 182 - outbnd 002 - inbnd 2100 within 10 mi.	1600	002 1.5	T-dn C-dn S-dn 36 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Within 1.5 miles, climb to 3200' on North course LFR within 10 miles, turn right and return to LFR. Caution: 1340' MSL Tower 4.5 miles W LFR.
LA CROSSE, WISC. Municipal Arpt. 653 SBRAZ-DTV - LSE Procedure Number 1 Amendment Number 5 Effect. date: 7 July 1956 Supersedes Amdt. No. 4 dated 1 July 1954. Major Changes: 1. Procedure revised to nautical miles. 2. Col. 4 revised to coincide with Col. 5 altitude. 3. Col. 5 distance revised. 4. Col. 11 revised. 5. Take-off minimums lowered on certain runways.	LaCrosse VOR	321 8.7	2600	W side NW crs. 301 - outbnd 121 - inbnd 2600 within 10 mi.	1800	142 4.3	T-d T-n C-d C-n S-d 13 S-n 13 A-dn	400-1 * 400-1.5 * 600-1 600-2 400-1.5 400-2 800-2	400-1 * 400-1.5 * 600-1 600-2 400-1.5 400-2 800-2	400-1 # 400-1.5 # 600-1.5 600-2 400-1.5 400-2 800-2	Within 4.3 miles make immediate right climbing turn, climb to 2600' and return to LSE-LFR & hold on NW course within 10 miles. Caution: 950'MSL tower 2 miles SE of airport. 1227' MSL bluffs & 1440' tower atop bluffs 3 & 4 miles SE respectively of airport. 1273'MSL tower 4.0 mi. WSW of airport & 1440' MSL tower atop bluffs W of airport. Note: *300-1 take-off authorized on runways 31, 35 & 17. #200-1.5 take-off authorized on runways 31, 35 & 17.
NEW HAVEN, CONN. Municipal Arpt. 15 Using Bridgeport, Conn. MRLWZ-BDR Amendment - Original Procedure Number 1 Effect. date: 23 June 1956				S side SW crs. 231 - outbnd 051 - inbnd 1500 within 10 mi.	1000	082 8.9	T-d C-d A-d	300-1 800-1.5 1000-2	300-1 800-1.5 1000-2	300-1 800-1.5 1000-2	Within 8.9 miles... make climbing right turn to 1500' and return to Bridgeport LFR. ADF approach not authorized.
OGDEN, UTAH Municipal Arpt. 4455 SBRAZ-DTV OGD Procedure Number 2 Amendment Number 4 Effective: February 12, 1955.	PROCEDURE CANCELLED - EFFECTIVE 7 JUNE 1956.										
RAPID CITY, S. DAK. Rapid City Arpt. 3172 SBRAZ-DTV-RAP Procedure Number 1 Amendment No. 8 Effect. date: 23 June 1956. Supersedes Amdt. No. 7, dated 17 December 1954. Major Changes: 1. VOR re-located-revise Cols. 3 and 4. 2. Limits distance Col. 5 (criteria). 3. Revises Col. 12.	RAP-VOR	310 6.0	4500	S side of crs. 075 - outbnd 255 - inbnd 4400 within 10 mi. Procedure turn non-standard to avoid Air Force jet traffic.	3900	104 * 1.6	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1 800-2	200-0.5 700-1.5 800-2	Within 0.0 miles, make left climbing turn, climb to 4500' on South course within 20 miles. CAUTION: Rising terrain to 3447'MSL 3 miles North of airport. *Airport located between point of completion of procedure turn and RAP-LFR. Aircraft larger than DC-3 restricted to NW/SE runway.
SAN DIEGO, CALIF. Lindbergh Field 15 SBRAZ-DTV SAN Procedure Number 1 Amendment No. 10 Effective: 7 June 1956 Supersedes Amdt. No. 9 dated 24 February 1956. Major Changes: Standardize circling minimums; add transition from Lemon Grove.	Jamul Rbn	263 18.0	3600	W side N crs. 325 - outbnd 145 - inbnd 2500 within 10 mi.	1200*	143 2.2	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	#200-0.5 800-2 800-2	Within 2.2 miles... climb to 3000' on SE course within 13 miles of SAN LFR (Mexican Border). *After procedure turn maintain 2500' until past La Jolla FM inbound. If FM not received, request clearance to descend to 1500' at completion of procedure turn to Cross LFR at a minimum of 1500'. #300-1 required for take-off on all runways except #27. (29 May 1956)
	Coronado FM/Rbn	319 9.0	1500								
	La Jolla FM (Final)	145 5.0	1200								
	Lemon Grove Intsxn.	263 10.0	2500								

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
SPRINGFIELD, MO. Springfield Arpt. 1267 SBRAZ-VDT-SGF Procedure Number 1 Amendment Number 8 Effect. date: 7 July 1956 Supersedes Amdt. No. 7 dated 30 June 1954. Major Changes: 1. Change statute miles to nautical. 2. Cols. 5 and 12 distance revised. 3. New format on minimums.	SGF VOR	229 6.1	2300	W side of crs. 314 - outbnd 134 - inbnd 2300 within 10 mi.	1900	134 3.6	T-dn C-dn S-dn 13 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 3.6 miles climb to 3000' on SE course of SGF-LFR within 20 miles.

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BRADFORD, PA. McKean County Arpt. 2142 VORW BFD Procedure Number 1 Effective date: 23 June 1956. Amdt. No. 1 Supersedes Amdt. Original dated 5 December 1953. Major Changes: Revises missed approach procedure.				E side of crs. 145 - outbnd 325 - inbnd 3400 within 10 mi.	2900*	325 1.0	T-dn C-d C-n S-dn 32 A-dn	300-1 400-1 400-1.5 400-1 800-2	300-1 500-1 500-1.5 400-1 800-2		Within 1.0 miles...climb to 3400' on course 325° within 20 miles of Bradford VOR. Make climbing left turn, return to Bradford VOR at 4000'. *Descent to authorized field minimums authorized after passing Bradford MH. If Bradford MH not received, maintain 2900' until over Bradford VOR. Straight-in landing minimums premised on reception of Bradford MH.
DODGE CITY, KANSAS Dodge City Arpt. 2594 BVOR-DDC Procedure Number 1 Amendment Number 6 Effect. date: 7 July 1956 Supersedes Amdt. No. 5 dtd. 22 March 1954. Major Changes: 1. Deletes BMH transition. 2. Col. 5 revised. 3. New format on minimums change to nautical miles. 4. Col. 12 revised. 5. Air carrier note deleted.				W side of crs. 330 - outbnd 150 - inbnd 3600 within 10 mi.	3100	150 5.3	T-dn C-d C-n S-d 14 S-n 14 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1.5 500-2 500-1 500-2 800-2	Within 5.3 miles climb to 3900' on 150° radial within 20 miles of DDC-VOR. Caution: 2731' Tower 2.6 miles NW of airport and 1.4 miles W of final approach course. 2894' Tower 2.8 miles W of airport.
LA CROSSE, WISC. Municipal Arpt. 653 BVOR-LSE Procedure Number 1 Amendment Number 2 Effect. date: 7 July 1956 Supersedes Amdt. No. 1 dtd 1 July 1954. Major Changes: 1. Procedure revised to show nautical miles. 2. Minimums raised due to 1227' & 1100' MSL bluffs located between airport & VOR. 3. Col. 11 revised. 4. Take-off minimums lowered on certain rnwys.	LaCrosse LFR	140 8.7	2400	E side of crs. 143 - outbnd 323 - inbnd 2400 within 10 mi.	1900	323 3.4	T-d T-n C-d C-n S-d 31 S-n 31 A-dn	400-1 * 400-1.5 * 900-1.5 900-2 900-1.5 900-2 900-2	400-1 * 400-1.5 * 900-1.5 900-2 900-1.5 900-2 900-2	400-1 # 400-1.5 # 900-1.5 900-2 900-1.5 900-2 900-2	Within 3.4 miles climb to 2600' on radial 322° of LaCrosse VOR within 20 miles. Caution: 950' MSL tower 2 miles SE of airport. 1227' bluffs & 1440' Tower atop bluffs 3 & 4 miles SE respectively of airport. 1273' MSL tower 4.0 mi. WSW of airport & 1440' MSL tower atop bluffs W of airport. Note: *300-1 take-off authorized on Runways 31, 35 & 17. #200-0.5 Take-off authorized on runways 31, 35 & 17.
Procedure Number 2 Amendment Number 1 Effect. date: 7 July 1956 Supersedes Amdt. No. Original dtd. 27 August 1955. Major Changes: 1. Transition added from LFR. 2. Procedure revised to nautical miles. 3. Col. 11 revised. 4. Take-offs lowered on certain runways.	La Crosse LFR	140 8.7	2400	W side of crs. 321 - outbnd 141 - inbnd 2400 within 10 mi. of LSE LFR.	LSE LFR 1900 Final	141 4.3 From LSE LFR	T-d T-n C-d C-n S-d 13 S-n 13 A-dn	400-1 * 400-1.5 * 600-1 600-2 400-1.5 400-2 800-2	400-1 * 400-1.5 * 600-1 600-2 400-1.5 400-2 800-2	400-1 # 400-1.5 # 600-1.5 600-2 400-1.5 400-2 800-2	Within 4.3 miles of LSE LFR make climbing right turn, climbing outbound on radial 321° to 2500' before returning to LSE-VOR; or, if directed by ATC, hold at LFR and a point 2 minutes NW on 321° radial LSE-VOR. Caution: 950' MSL tower 2 mi. SE of airport. 1227' Bluffs & 1440' tower atop bluffs 3 & 4 mi. SE respectively of airport. 1273' MSL tower 4.0 mi. WSW of airport & 1440' MSL tower atop bluffs W of airport.
							Note: *300-1 Take-off authorized on runways 31, 35 and 17. #200-0.5 Take-off authorized on runways 31, 35 and 17.				
RAPID CITY, S. DAK. Rapid City Arpt. 3172 BVOR-DTV-RAP Procedure Number 1 Effect. date: 23 June 1956. Amdt. No. 3 Supersedes No. 2 dated 17 December 1954. Major Changes: 1. VOR relocated. 2. Col. 2 thru 12 revised.	RAP LFR	128 5.6	4500	E side of crs. 141 - outbnd 321 - inbnd 4500 within 10 mi.	4000	321 4.3	T-dn C-dn S-dn 32 A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 4.3 miles, make left climbing turn to 4500' and return to RAP-VOR, thence proceed outbound on 141° radial and hold at 4500' within 10 miles of RAP-VOR. Caution: Rising terrain to 3447' MSL 3 miles N of airport. Aircraft larger than DC-3 restricted to NW/SE runway. (29 May 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. - IDENT. - PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
SAN DIEGO, CALIF. Lindbergh Field 15 BVOR-DTV SDA Procedure Number 1 Amendment Number 1 Effect. 7 June 1956 Supersedes Original dtd. 14 January 1956. Major Changes: Convert to nautical miles; add transition from Lemon Grove.	Jamul RBN	263 18.3	3600	W side crs. 325 - outbnd 145 - inbnd 2500 within 10 mi. *	1200 *	134 2.3	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	#200-0.5 800-2 800-2	Within 2.3 miles...climb to 3000' on radial 138° within 13 miles of SDA VOR (Mexican Border). *After procedure turn, maintain 2500' until past La Jolla FM inbound. If FM not received, request clearance to descend to 1500' at completion of procedure turn to cross SDA VOR at a minimum of 1500'. #300-1 required for take-off on all runways except #27.
	Coronado FM/Rbn	318 9.4	1500								
	La Jolla FM (Final)	146 4.7	1200								
	Lemon Grove Intsxn	263 10.4	2500								
SPRINGFIELD, MISSOURI Springfield Arpt. 1267 BVOR-SGF Procedure Number 1 Amendment Number 4 Effect. date: 7 July 1956 Supersedes No. 3 dated 15 July 1954. Major Changes: 1. Change statute miles to nautical. 2. Cols. 5 and 12 distance revised. 3. New format on minimums.	SGF LFR	049 6.1	2300	W side of crs. 013 - outbnd 193 - inbnd 2300 within 10 mi.	1800	193 6.8	T-dn C-dn S-dn A-dn	300-1 500-2 500-2 800-2	300-1 500-2 500-2 800-2	200-0.5 500-2 500-2 800-2	Within 6.8 miles, climb to 2700' on 193° radial within 20 miles.
WATERTOWN, S. DAK. Watertown Arpt. 1747 BVOR-DTV-ATY Procedure Number 1 Amendment Number 2 Effect. date: 7 July 1956 Supersedes No. 1 dtd. 18 July 1954. Major Changes: 1. Delete ATY LFR. 2. Col. 5 revised (criteria). 3. New format on minimums and conversion to nautical miles.				W side of crs. 357 - outbnd 177 - inbnd 3000 within 10 mi.	2400	177 3.6	T-dn C-dn S-dn 17 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 3.6 miles climb to 3000' on 177° radial within 20 miles of VOR.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
GRAND JUNCTION, COLO. Walker Field 4858 ILS GJT Procedure Number 1 Amendment No. 10 Effect. date: 23 June 1956. Supersedes Amdt. 9 dated 22 January 55 Major Changes: Lowers minimums for aircraft with 75 mph or less stall speed.	GJT VOR	Loma Intsxn.	342 13.5	8100	S side NW crs. 290 - outbnd 110 - inbnd 8000 within 5 mi. Loma Intsxn. (Beyond 5 mi. NA).	6200	6060 3.9	5065 0.6	T-dn C-dn S-dn Rnwy 11 A-dn	400-1 800-1.5 400-1 1500-2	500-2 1000-2 500-2 1500-2	300-1 1000-2 500-2 1500-2	Turn right, climb to 8000' on NW crs. ILS to Loma Intsxn. If second approach not desired proceed to GJT VOR from Loma Intsxn, climbing to 10,000'. When Glide Slope Or Approach Lights Inoperative: Take-off minimums 2-engine aircraft, straight-in landing minimums all aircraft, *
	GJT VOR	ILS LMM	055 12.7	10,000									
	Intsxn 047 radial GJT VOR & NW course ILS	Loma Intsxn.	290 13.5	8000									
									* and circling landing minimum 2-engine 65 Knots or less, 800-2; with other ILS components inoperative, 1000-2. Air Carrier Note: Sliding scale applicable to straight-in minimums only.				
SACRAMENTO, CALIF. Sacramento Arpt. 21 ILS SAC Procedure Number 2 (back course) Amdt. No. 2 Effect: 23 May 1956. Supersedes Amdt. No. 1 dated 7 December 1955 Major Changes: Redesignated intersections. Changes transition bearings and dists.	McClellan Rbn	N Sacramento Intsxn. *	168 8.7	1500	No procedure turn; transitions authorized are for straight-in approaches from the N or NE only. Final approach crs. inbound from North Sacramento Intsxn. * 196	No glide slope	No outer marker North Sacramento Intsxn* 1500 6.2	No middle marker	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1 800-2	200-0.5 700-1.5 800-2	Within 6.2 miles of the North Sacramento Intsxn*, climb to 1200' and hold at the LOM in a one minute pattern.
	Roseville VHF Intsxn. #	N Sacramento Intsxn*	210 12.2	1500									
	Roseville LF Intsxn. @	N Sacramento Intsxn *	207 11.6	1500									
	*North Sacramento Intsxn: Intsxn NE course SAC ILS and 348° bearing to McClellan Rbn. #Roseville VHF Intsxn: Intsxn. radial 023° SAC VOR and 255° bearing to McClellan Rbn. @Roseville LF Intsxn: Intsxn. NE course SAC LFR and 255° bearing to McClellan Rbn.												
SALT LAKE CITY, UTAH Salt Lake City Arpt. #1 4222 ILS-SLC Procedure Number 1 Amendment Number 12 Effective: 7 July 1956 Supersedes Amdt. No. 11, dtd. 28 April 1956 Major Changes: Lower straight-in minimums-high intensity approach lights commissioned.	Salt Lake City LFR	LOM	163 8.7	6100	E or W side of S crs. 158 - outbnd 338 - inbnd 6100 within 5 mi. of LOM (Beyond 5 mi. NA). 80° Reversal recommended for procedure turn.	6100	6028 5.5 Riverton FM 9340 15.0	4457 0.6	#T-dn C-dn S-dn Rnwy 34L A-dn	300-1 500-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	200-0.5 600-1.5 200-0.5 600-2	Climb to cross W crs. SLC LFR not above 6500', then climb to 8000' on W crs. SLC LFR to Stansbury intsxn, then to 9000' on crs. of 336° to Promontory Point RBN. Alternate Missed Approach: When directed by ATC cross W crs. SLC LFR or SLC VOR not above 6500' then @
	Salt Lake City VOR	LOM	158 10.0	6100									
	Utah Lake VOR	ILS crs.	008 2.0	*11,000									
	@ climb to 11,000' on W course SLC LFR or SLC VOR radial 248°. *Start descent at glide slope interception. Glide slope must be operative for this transition. #500-2 required for take-off runway 7. Caution: Terrain 11,253'MSL approximately 8 miles E of localizer course at Riverton FM.												(29 May 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

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INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
UTICA, NEW YORK Oneida County Arpt. 742 ILS UCA LMM CA "UCA" Using Utica MHW, Procedure Number 1 Amendment " Original" Effect. date: 7 June 1956	Utica LFR	Utica MHW	168 10.1	3000	E side SE crs. 149 - outbnd 329 - inbnd 3000 within 10 mi. of Utica MHW.	3000	1940 3.8 Utica MHW 3000 7.3	940 0.6	T-dn C-dn @S-dn %33 A-dn	300-1 400-1 300-0.75 600-2	300-1 500-1 300-0.75 600-2	200-0.5 500-1.5 300-0.75 600-2	Make left climbing turn returning to Utica MHW at 3000'. * Approaches may be conducted with Utica MHW inoperative provided OM is identified prior to executing procedure turn and glide slope is utilized. *Alternate missed approach procedure (when directed by ATC) proceed to Utica LFR climbing to 3000'.
	Intsxn E crs. Syracuse LFR & SE crs. ILS (Final)	Utica MHW	329 6.7	3000									
	Intsxn Syracuse rad. 113° & SE crs. ILS (Final)	Utica MHW	329 3.9	3000									
	Sherrill VOR Intsxn.	Utica MHW	108 15.0	3000									
	Utica LFR	Utica LMM	199 4.4	3000									

%400-0.75 With glide slope inoperative. Minimum altitude over OM with glide slope inoperative 1340'MSL. @Approach lights not commissioned.

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
AMARILLO; TEXAS Air Terminal 3604 Saint Francis MHW-SFW Procedure Number 2 Amendment Number 4 Effect: 30 July 1955.	PROCEDURE CANCELLED 23 MAY 1956. SAINT FRANCIS MHW IS BEING DECOMMISSIONED ABOUT JUNE 8, 1956.										
UTICA, NEW YORK Oneida County Arpt. 742 Utica MHW-UCA Utica LMM-CA Procedure Number 1 Amendment: Original Effect. date: 7 June 1956	Utica LFR to UCA MHW	168 10.1	3000	E side of crs. 149 - outbnd 329 - inbnd 3000' within 10 mi. of UCA MHW	3000	329 7.3	T-dn C-dn @ S-dn @ 33 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	7.3 Miles after passing Utica MHW, make a left climbing turn, return to facility at 3000'. @ Minimums for this procedure are premised on use of both Utica MHW & LMM. If LMM is not used, following minimums are applicable for all aircraft: S-d 600-1 S-n 600-2 C-d 600-1.5 C-n 600-2
	Intsxn E. crs. Syracuse LFR & 329° bearing to Utica MHW. to UCA MHW	329 6.7	3000								
	Intsxn. Syracuse VOR radial 113° & 329° bearing to MHW, to UCA MHW	329 3.9	3000								
	Sherrill Intsxn to UCA MHW	097 16.1	3000	#Alternate missed approach procedure (when directed by ATC) proceed to the Utica LFR climbing to 3000'.							

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT.(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
SAN DIEGO, CALIF. Lindbergh Field 15 TVOR-SAN TVOR-9 Original Effective: 7 June 1956	SAN LFR	154 2.0	1500	S side crs. 260 - outbnd 100 - inbnd 1500 within 8 mi. (Beyond 8 mi. NA). (Warning Area)	600 **	091 1.0	T-dn C-dn S-dn Rnwy 9 A-dn	300-1 800-2 600-1 800-2	300-1 800-2 600-1 800-2	#300-0.5 800-2 600-1 800-2	Climb to 3000' on SAN TVOR radial 137° or on SE crs. SAN LFR within 11 miles (Mexican Border) *On La Jolla transition recommended that aircraft cross TVOR final approach rad. on 190° heading then execute approximately 270° clockwise turn to inbound course of 100°. **Descent below 700'MSL not authorized until over Loma Portal "E". #300-1, required for take-off on all runways except #27. (29 May 1956)
	SDA VOR	142 2.3	1500								
	La Jolla FM * to TVOR final approach radial 280° at 5 mi. from TVOR.	190 5.0	1500								
	Coronado Rbn/FM	317 7.2	1500								
	Jamul Rbn	256 20.0	3600								
	Lemon Grove Intsxn.	251 9.5	2500								

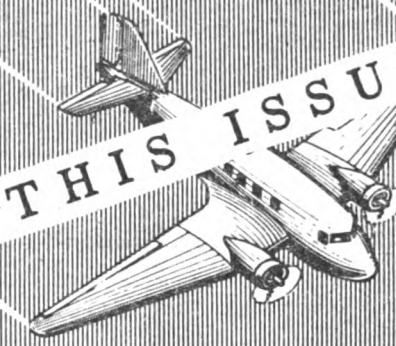
NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

U. S. GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE
Part 600 & Part 601:
Amendment 10, p.92

SPECIAL NOTICE
ADIZ Chart, p. 96

AIRMAN'S GUIDE



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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

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C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
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C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
Cl. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(12 June 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, [illegible], 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379 kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257 kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	266, 278 kc; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 123.9, 132.3, 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc. ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 120.7, 126.18, 140.22, 243.0, 257.8, 305.4, 348.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278 kc; 108.1, 121.5, 121.7, 126.18, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18. 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 263.0, 269.0, 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

(12 June 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 mc (on req 120.5, 125.7, 125.9 mc)	ARSR	Guards 122.1 mc (on req 120.5, 125.7, 125.9 mc) Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs available to rnwy 30 Tinker AFB
Tacoma-McChord AFB, Wash.	120.1,121.1,126.5,126.18,134.1, 136.8,137.88, 142.02,236.6,243.0, 270.6,275.8,289.4,335.8,363.8mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	160	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	[illegible]	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2, [illegible] 255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382,255.4	(3),#	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
" Co. Arpt	CA		344;119.1,121.5	(2),121.5	
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4	(3),#	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4, 122.2,126.7	(3),#	51 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2,	(3)	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9, 121.1,121.5,126.18,243.0, 257.8,291.6,348.6	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,3014	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req.
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 289.2 121.5,120.7,305.4,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
San Diego (Loma Portal)	MH	LPT	278		
(1) " "	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	310		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278	(3),#,255.4	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3 126.18,121.5, 119.5,137.88,257.8	(2),#	
"	Center		118.9,301.4,119 3,120.1	#	
Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2 554; 278	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Tburman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) " "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 June 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,263.0,269.0,311.8, 257.8	(2),#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9; 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,267	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5, 121.5, 126.18,257.8	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	35 A 88 N 215 A 268 N
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2, [redacted] 255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	3023.5;122.7,#	
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 348.6	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2, 255.4	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.3, 257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 121.5,126.18, 257.8	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8	(2),#	
Valparaiso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2, [redacted] 255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2, [redacted] 255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 June 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5,257.8	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2, 255.4	(3)	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	
Brunswick	BMH-TV	SSI	206V;121.5,122.2,126.7, 254	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2. 126.7;230;255.4	(3),#	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHW	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8	(1),#,122.7	
(1) " "	TVOR	MDW	116.2		
"	Center		124.5,120.9,301.4,125.1, 123.7,123.9, 124.7	#	
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6	(2),#	
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2		
" Arpt			278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
"	MH	RTU	201		Trng Status
(3)Roberts	VORW	RBS	116.8		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4	(3),#,255.4	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,255.4,124.1, 385.6	#	
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 June 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-I	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.1		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MHW	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0	(2),#	
(I)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4	(3),255.4	
"	BMH	PUK	215		
(I)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, [redacted]255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2, 255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	116.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8,243.0	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8, 137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7, [redacted]255.4	(3),#	72 A 172 N 252 A 352 N
(I)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 [redacted]255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2, [redacted]255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	37];121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,[redacted]255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8,[redacted]348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft. Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	(0800-2400)
[redacted]	[redacted]	[redacted]	[redacted]		
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7, 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3	#	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,[redacted]243.0,257.8, 263.0,126.18	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2, 126.7	(3),#,255.4	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	160 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2, 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wk days 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126.18	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SLRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,2430,2578,2630,3486	(2),#	
"	Center		125.5,120.3,132.3,3014,124.7,121.5,243.0	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(3)St. Cloud (S)	TVOR	STC	111.6	122.1	V-08-17daily

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2, 255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7, 391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,119.7,132.3,243.0, 301.4,120.7,125.1	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8, 118.5	(2),#	
	Center		120.3,132.3,301.4,124.5,125.5,125.7,243.0	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	1' ..;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HWZ	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	33 BA 123 NB 213 YN 303 AY
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS-Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-Idlewild	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396	(oper IFR when rng inop)	
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, [redacted]255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor.category	(1) twr hrs opern
(1)Woodstown INSACS Millville	BVOR	OOD	114.3		
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, [redacted]255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-2300)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1730)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4,[redacted]310.4, 343.8,355.8	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, [redacted]255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8[redacted]	(2),#	
" "	UHF/DF			257.8	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, [redacted]255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8, 243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(3)Cofield	VORW	CVI	116.2		(NON-COMM)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Fayetteville Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 June 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	
Akron Arpt	UHF/DF			255.4 other freq on req	
"	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,338.6	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18,257.8,243.0	(2),#-257.8	
"	Center		120.5,125.5,125.9,124.3, 301.4 243.0, 121.5	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4, 121.5	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4	(3),#	
(1)Lawton	VOR	LAW	112.2	(Mont.catg (l),0600-2300)	Post twr gds 122.5mc
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8, 305.4	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4 122.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 June 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
[illegible]	[illegible]	[illegible]	[illegible]		
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4	(3),#	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
Bristol -- - --- See Tri-City					
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,255.4; 126.7	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 121.5,126.18,257.8,291.6	(2),#	
"	Center		121.5,120.1,3014,120.5,119.3,3118	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.9,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 151.56,243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,119.5,257.8,307.2	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 348.6,353.7,125.5	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7, 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,126.18, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
" (Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 137.88,319.8,120.1,263.0	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,317.8	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	31 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[redacted]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2, 126.7,265.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,[redacted]255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,[redacted]255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, [redacted]255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2, 243.0,301.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-DTV	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4[redacted]	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 June 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126:18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2, 255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		#
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532	*	
" NAS	HW	MWG	404		
Shelton	HWZ	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18, 257.8	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4;[redacted]215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2	(3),#,255.4	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7	(3),#,255.4	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0400-2400)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7	(3),#,255.4	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382; V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.

2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.

3. When city and airport names are identical, the airport name is omitted to conserve space.

4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.

Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least F3: 91/96 oct., and lower
F2: 80/87 oct., and lower F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.

Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1 NW;RR NE	1058	2	28- L4-(S1)	(F1)	N/S Strip soft when wet. P-line N.
(PC)Alexander City, Russell	L	1.5 SW	685	2	h29-S1	F1	3200' strip avail. N,S blkd.
Andalusia		2.6 S;hwy W					ABANDONED
(PC) " Municipal	L	5.5 E;hwy S	330	2	h36	F1	3800' strip avail. when wet.
(F)Anniston	P	5.5 SSW;hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Mai acft rprs only. Soft
(AF)Anniston, Talladega	L	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E;hwy 1 N	774	3	h40-B*L4-S5	F2	5050' strip avail.
Bessemer, Durham	L	2.5 SW;RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-BL6, 7-S5-W	F4	2-way rdo rqrd nqts, rcvr days.
(PC)Brewton	L	3.5 S;riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3 NNW;hwy SE	634	1	20		Rgt tfc NE.
Centre	L	0.6 NW;hwy SSE	581	1	20		
Chickasaw	L	1 W;RR 1 S	39				ABANDONED
Clanton, Gragg	L	1.8 NE;crk S	593	2	26-B	(F1)	ENESE blkd SE end ruf.Soft-wet.
Columbiana		1.5 WNW;RR S					Ctn-not maintd. ABANDONED.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE;hwy W	591	2	h40-B*L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW;hwy S	330	3	h40-BL4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs.Use rnwys. TV ant. rnwy 31
(P) " Napier	L	7.5 NW;RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula, Weedon	P	4.3 NNE;hwy E	275	2	h34-*1,2-S5	F2	
Eutaw	L	2 SE;hwy N	160	2	23		
(P)Evergreen, Middleton, 20. MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Bcn prior req 80 oct avail prior req.
Fairhope, Klumpp	L	3.1 E;rds S,E	110	1	19	(F1)	
(PC)Fayette	L	2.2 NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE;hwy W	247	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE;lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak	P	6 S;hwy E	35	2	20-S5	F1	S,W ends strips soft when wet.
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW;RR NW	905	1	18		
" De Soto Park		6 NE					ABANDONED.
(F,C)GADSDEN	P	5 SW	554	2	h48-BL4-S5-W	F4	
" Goodyear	L	3.5 ESE;hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE;hwy NE	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE;hwy W	609	1	25		
Haleyville, Lakeman		5 NE					ABANDONED.
(PC)Headland	L	2 ENE;hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	P	3.1 S;RR E	619	2	h46-BL4-S5-U	F4	Use rnwys.
(F) Jasper, Walker County	P	2.2 NNE;RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE;hwy W	850	1	18		
Lanett, Valley	P	2 SE;riv N,E	564	2	31-S5	F2	
Livingston, Jackson	L	1 N;RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W;bet rds	217	3	h51-BL4, 6-S5-W	F4	
" Davis	L	13.5 SW	180	2	18		Unattended
Monroeville, Lee	L	4.7 SSW;hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE;hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW;hwy N	219	3	h70-BL4,6-S5-W	F4	Use rnwys.
← (P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-W	F4	Use rnwys only.
Phenix City		2 N;riv E					ABANDONED
Prichard, Skytrail		2.5 NW;RR NW					ABANDONED
Russellville, Wood Dearing	L	4 E	762	2	20		SE,NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW;hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	L	2.2 SW;riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE;RR S	136	3	h43	F1	2-way rdo rqrd during AF operns. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S;riv NE	200	2	29		
(PC)Troy	L	5 NW;hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW;RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW;hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N;hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W;hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
Winfield		0.5 SSW;hwy NNE					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Canoe, Bachelor	P	0.5 SW;RR N	288	1	16-S5	F2	
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
← Elba	L	2 W	265	2	25-*L4		Unattended. Bcn on req.
Enterprise	L	3 W	349	2	37		
Roanoke	L	2 S	907	1	21		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
NEW AIRPORTS (or airports out of alphabetical alignment)							
ARIZONA							
(PC)AJO	L	5 N;RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2 NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8 SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Benson		2 ESE;RR N					ABANDONED.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
Bowie	L	1.9 W;RR N	3815	2	20		
Buckeye-Stephens	P	0.8 WNW;hwy S	980	1	26-S5	F2	E,W blkd.
Bullhead City, Bullhead	L	1 N;riv W	550	1	30	(F2)	
Cactus, N. Phoenix	L	0.5 E;rd S	1450	2	35		P-line W.Surd by mtns.Vegetation. Ruf.
Cameron	L	1.8 NE;riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
← Casa Grande, Cox's Ranch	L	6 SE	1450	2	42		Unattended.
" Three Point	P	1.5 NNW;hwy E	1389	4	40-L4	F3	2600'N/S Strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE;RR W	1236	1	h26-S5	F3	P-line NE.
" Riggs	L	6 SSE;rd W	1250	1	26		P-line SSW,vegetation on NE end.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not maintd.
Chloride, Shep's Pleasant Valley	L	3.8 WSW;hwy W	3600	2	23		Rolling,Cattle on fld.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
CLIFTON-Morenci	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6 ESE;RR 1 N	345	2	h40		Ctn-access is by poor desert trail.
← Coolidge		1.7 S;hwy W					ABANDONED.
(PC) " -Florence	P	6 SE	1587	3	h56	F3	
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4 NE	6200	2	28		Ctn-erosions.
Dateland, Whitewing Ranch	L	13.8 N;RR S	550	1	29		
Dewey-Humboldt	L	1 E of Dewey	4680	1	20		Ctn-not fenced.
Douglas	P	2.5 E	4181	3	h41-L24-S5	F1	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5 NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd.ARPT OF ENTRY. Tfc pat alt 1000'. NW/SE clsd acft over 30000 lbs
(PC)Duncan	L	2.3 SW	3878	2	35		
Elfrida	L	1 SE;hwy W,N	4200	1	26		
(PC)FLAGSTAFF	P	4.5 SSW;hwy W	7010	1	63-BL4-S1-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	0.7 SW;hwy E	1900	1	52		Rolling. Hill NNE.
← Fredonia	L	1 NE;hwy W	4750	1	34		Rolling.Cattle on fld.
Ganado	L	1.5 S;rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW;RR W	858	3	h62		
" Gila Gin	L	6.9 WNW;riv NNE	750	1	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	L	13 NW;riv S	650	1	22		P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E,W.
" Thunderbird #1		5.5 N;hwy E					ABANDONED
(PC)Globe, Cutter	L	7.3 ESE;RR N	3150	1	37		
" Wheeler Crosswind	L	4.2 ENE;hwy W	3810	1	29		Surd by mtns.Rolling,ruf.Soft-wet.Cattle fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC)Hackberry	L	6.4 NW;hwy S	3390	2	h60		Ctn-hazardous.Cattle-fld.
Hayden	L	1.2 S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2 NNE;hwy SE	5241	2	48-BL2		Strip soft. Unattended
Kaibito	L	1.8 SW;rd E	6000	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	53		Ctn-erosions. Soft when wet.
Kelvin	L	0.5 E;RR S	1875	1	21		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5 NE;RR NW	3446	3	h68-B*L4-S3	F3	
" Searchlight Ferry	L	37 NW;riv W	672	1	30	F1	
" Temple Bar	L	61 NW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5 NW;rd E	1062	1	h37-D4		
Many Farms	L	0.2 E;rd W	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;riv SW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center.
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)Marble Canyon	P	0.3 SW;bet hwy,riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
McNeal	L	0.5 NE;hwy W	4195	3	h60		CLOSED. Hazardous.
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	1.5 E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Morman Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	20		Fence, ditches adj to strip. E blkd.
Parker	L	1 ENE	450	3	32		Ctn-gopher holes, weeds.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn-Rolling.
Peach Springs	L	1.2 N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft.
← " Paradise	P	8 NNW;canal S	1245	3	32-S5	F4	P-line E. Jqrd. Rgt tfc rnwys 26R, 8R.
(NG) "-SKY HARBOR	P	2.8 ESE;RR N	1124	3	h78-BL4, 6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr
" South Phoenix	P	3 SSE;riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-downdrafts. On high mesa.
Polacca	L	3.5 SW;rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8 NE;RR E	5042	2	h76-BL2,4-S5-W	F4	Use rnwys.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on fld.
Rainbow Lodge, Navajo Mtn	L	4.5 ESE	6000	1	20		DANGEROUS. Ruf. Mtn NW.
(PC)Red Rock, Marana Aux #3	L	8 NNE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mtns ENE. Lnd to WSW.
Roll, Antelope Ranch	L	2 SW;RR E	250	1	30		P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	0.5 S;rd NW	5400	1	33		Ctn-erosions. Soft-wet.
(PC)SAFFORD	P	4.5 ENE;riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1 NW;hwy S	5700	2	45		
St. Michaels, Window Rock		See Window Rock Arpt under New Arpts.					
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE(south)blkd.
" 27B, LAX-PHX	P	15.8 SSE;rd N	1362	2	41-BL2		
San Simon		1.1 NNW					(ABANDONED)
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N;rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Seligman	L	2 NW;hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2 NW;hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2 ENE;hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3 ENE;hwy S	254	3	20		Ctn-soft sand.
" McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip ruf.
← Superior	L	2 WSW;hwy N	2600	2	h40		NNE blkd. Mtns WSW.
← Tempe		1.2 SW;RR E					ABANDONED
" Sanders	P	5 SSW;RR E	1240	1	26-S5	87	N,S blkd.
Tes Nos Pas	L	2 E	5500	1	27		Ctn-erosions.
Theba, Gillispie	L	0.8 SW;ranal NW	740	2	39		
Toltec	L	0.4 NNW;hwy SW	1500	3	26		P-lines SSW, WSW.
(PC)Tombstone	L	4 SE;hwy W	4743	1	42		Take-off to ENE.
Tonopah		0.2 SE;rd N, W					(ABANDONED)
" Webb		2.5 E;rd S					ABANDONED.
Tonto Basin, Pumpkin Center	L	1 SSE;crk E	2350	1	18		Ctn-erosions.
Topock, Lake Havasu	P	19 SSE;riv N	490	3	60	F2	Ctn on NNW/SSE strip.
Tuba City	L	1 WSW	5000	2	20		Rolling.
(P)TUCSON	P	7 S;RR W	2630	2	h120-BL4-S5-W	F4	
" -Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
← " Downtown	L	1.4 S;RR SW	2490	3	43	F2	N blkd., P-line NW.
" Gilpin	P	4.2 NW;RR W	2200	4	55-L4-S1	F2	P-lines W, SW, NW end ruf. 4000' NW/SE Strip lgtd.
← " Ryan	L	13 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
← " Thunderhead	L	15 ESE;rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn-vegetation. Surd by mtns.
(PC)Valle	P	2.3 E;hwy E	6001	3	57-BL2		
Webb	L	3.5 N;hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE;RR N	315	2	h40		
(PC)Whiteriver, Ft. Apache	L	2.6 SSW;riv SE	5109	1	34		Ctn-ruf, vegetation, Surd by mtns.
Wickenburg	L	15 W;hwy S	2380	3	h45		Use rnwys.
" El Rancho De Los Caballeros	L	3.6 WSW	2750	1	26		Ctn-cattle, autos. Uphill lndgs, downhill take-offs. Circle rch before lndg. Hill WSW.
" Flying E Guest Ranch	P	4.4 WSW;hwy N	2650	1	32	F2	Hills SW. Uphill lndgs to SW. Tk-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W;rd N	4188	2	h61		Strip rough, dangerous.
(PC)Williams	L	4.3 N;RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW Strip muddy-wet. NNE/SSW
(P)WINSLOW	P	2 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
" Chilson	L	15.5 W	5500	1	35		Cattle on fld.
" Leupp Junction	L	10.4 WNW;RR S					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on fld. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE; wind-mill SW. Ruf.
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h98-BL4,6-S5-W	F3	Rgt tfc rnwys 17,26. Tfc pat alt within 3 mi radius, 1213' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14 SSE	275	2	h37		
" Aux #4	L	14 SSW	200	2	h37		Derricks, cables N-open ditch
" Fisher's Landing	L	20.2 NE;riv W	250	1	32		
" Marsh	P	0.7 E;riv N, NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Tucson, Cielo-Terra Guest Ranch	L	13.5 N;hwy W	2650	1	30		
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Tk-off SW or W. Soft-wet. Use strips.
← Phoenix, International Harvester Proving Ground	L	11 S	1234	1	54		
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
ARKANSAS							
Alma	L	1.5 ESE;rd S	420	1	17		
(PC)Almyra	L	3 W	210	1	h30-S5	91	Emerg only. Dangerous. Soft
Arkadelphia, 24, DAL-LOU	P	1.5 ENE;RR NW	186	4	40-BL4-S5	F1	
(PC)Batesville	P	3 S;hwy E	464	2	h28-B	F2	P-line W.
Beaver, Shields	L	1 NW;riv SW					ABANDONED
(PC)Benton	L	1.6 W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5 SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
" State Line		9 NNW;hwy E					(ABANDONED)
Berryville, Masco	L	1 WNW;hwy E	1200	1	19		Cattle on fld.
(AF)Blytheville AFB		Arpt now Air Force installation					
(PC)Brinkley, Federer Mem'l	P	1 E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch, holes between boundaries. No sto. E ruf. Unattended
Cabot, Bailey	L	0.5 W;RR, hwy SE	305	2	16		
(PC)CAMDEN, HARRELL	P	4.5 NE;hwy W	128	3	h35-BL4	F2	
Carlisle	L	0.5 S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3 NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6 WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5 E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1 S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5 SE;rds NE, W	309	2	32-B-S5	F3	Unicom days.
Corning		0.7 W;hwy N					ABANDONED
← Cotton Plant, Overholt	P	3 W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6 NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3 W;RR N	200	2	26-S5	F3	ENE, E blkd. Use strips.
El Dorado	P	1.5 S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P)" -GOODWIN	P	8.6 W;hwy S	277	3	h51-BL4	F4	Use rnwys.
(P)Fayetteville	P	4 S;hwy W	1251	4	h38-BL4-S5-W	F2	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5 ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL4-S3-W	F3	
(NG)FORT SMITH	P	4 SSE;RR S	468	2	h70-BL4,6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2 NW;rd N	229	2	24-S1	F2	
(PC)Harrison	P	4.1 NW;hwy NE	1375	2	28-BL4-S5-U	F1	
Hasty, Smith	L	3.3 SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8 WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7 E;RR N	229	2	21-S3	F2	S blkd; p-lines N, WSW. Ctn-N/S-wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, THOMPSON-ROBBINS	P	6 NW;hwy S	241	2	h36-R*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5 NW;RR E	359	3	h55-*L4-S5	F3	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3 SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
Joiner, Wilson	L	0.5 ENE;hwy W	225	1	15		ABANDONED
(PC)Jonesboro	P	3.5 ESE;hwy SW	264	3	h44-BL4-S5-W	F3	Use rnwys.
Lake Village, Tindall	L	1.3 SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5 ESE;rd N, E	257	6	h70-BL4,6-S5-W	F4	P-line N.
Lonoke, Hauk	L	4.3 NW;lk NE	235	1	16		Soft when wet.
Magnolia, Baker	L	4.3 E;hwy S	300	1	20-L4		Ctn-wet.
Malvern, Harlas	P	2.2 WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30	(F1)	Ctn-wet.
" Fleeman		0.6 S;hwy N					(ABANDONED)
(PC)Mena 41, NEW-MKC	P	2 SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2 E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7 NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1 E;hwy W	200	1	13		Ctn when wet.
Mountain Home, Diamond Bay	L	9 ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2 N;rd E	450	2	19-(S1)	(F1)	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
(PC)Newport	P	6 ENE	237	1	h 50-S1	F3	Use rnwys.
(PC)N. Little Rock,Central	L	5 ENE;hwy S	255	2	35		Caution-wet,Cattle-fld, Unattended
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE,Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
(P)PINE BLUFF, Grider	P	5.3 SE;hwy 1 N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5 N;hwy W	215	3	26	F1	
Pocahontas	L	2 SE;hwy W	280	2	38	(F1)	
Prescott	L	2.8 SW;RR SE	280	1	25		P-line NE. Cattle on fld.
Reyno		2.7 SSW;RR NW					ABANDONED
Rogers	L	2.7 N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8 NW;hwy N	200	1	19		Ctn when wet. / after 2400.
Russellville, Ark. Poly.	P	1.3 N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req
(PC)Searcy	L	2.8 S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8 SSE;RR W	1352	2	26-*L4	F1	
(PC)STUTTGART	P	7 N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5 NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4 NE;RR NW	389	2	h40-BL4-S3-W	F3	Use rnwys.
(P)Walnut Ridge	P	4 NE;RR SE	275	3	h50-BL4-S1-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	P	1.5 W;hwy N	215	2	17-S5	F3	P-lines E,NE,W.Rgt tfc E,NE. Ctn - when wet.
" Farmers	P	3.2 W;hwy N	210	1	26-S3	F3	Caution when wet.
" Levee		2.4 E;RR N					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
Texarkana,Mack's	L	4SE;RRN	390	2	18-S3		SW blkd,No storage.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
← Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11 WNW;lk N	2865	4	h37-S3	F3	
" Gray Butte	L	15.3 W	3015	4	h37		
" Sun Hill Ranch	L	13.1NNW;hwyE	2950	1	23-S5	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW;hwy S	4228	1	29		Ruf-weeds,Too soft for use-wet wea.
Aguanga, Stardust Ranch	L	3.4 NW;hwy W	1750	1	20		Hill E.
← Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W;RR S	4391	3	h35-S1	F2	P-line NE,SW.Soft when wet.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Anderson, Pinnegar		1 S;hwy E					Perm discontd.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd;p-lines NW;hills N,S,E,W.
Apple Valley	P	0.2 N;hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW;RR E	135	1	25		P-line E. Rolling. Soft when wet.
(P)ARCATA	P	7.6 NNW;ocean W	217	2	h60-BL4&7-S5-W	F4	Rgt tfc Rnwy 13.
Artesia, Cranford	P	1.6 ESE;rd S					ABANDONED.
Artois, Varney	L	1.2 NW;hwy E	175	1	20		N blkd.
Atwood	L	0.6 W;RR,hwy N	235	1	15		Use at own risk
(PC)Auburn	P	3.8 N;hwy 1 W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet. Electric ear.
Avenal	L	0.3 W;hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E,S,SE. Soft when wet.
Bagdad	L	18;hwy N	700	3	38		Use with caution.
← Baker, Brown		0.8 N;hwy S					ABANDONED
Bakersfield	P	2.8 S;hwy W	378	1	h30	F2	CLOSED Sat,Sun.
(P) " -KERN CO. #1	P	4.4 NNW;RR W	515	3	h59-BL4&5-S5-W	F4	TV antenna E,SE,S.
" Pumpkin Center		7S;hwy S					ABANDONED.
(PC)Banning	P	1 SE;RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N;hwy S	2150	3	28-L4	F2	P-line N;hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NW;tk-off SSE,Surd by mtns,Ruf.
Beckwourth, Plumas Co.	P	1.2 E;RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Bellflower		1.2 NE;riv E					ABANDONED.
Benicia-Air Harbor	L	2.9WNW;hwy E	17	2	19		SSE blkd;p-line ESE. Rgt tfc NE.Horses on fld. Soft when wet.
Bieber	L	1 NE;hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW;hwy S	6750	1	37		Use at own risk. Hills N,S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8 ENE;riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon,13,SFO-SLC	P	1.1 NNE;hwyNW	5280	1	34-B-W		P-line NNW,Rolling.
(P)BLYTHE,21,LAX-PHX	P	7W;hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E;hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W;hwy S	565	2	18		Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Bonsall,Shearer's Ranch	L	4.6ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5SE;hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW,Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW;rd W	810	1	28		SSE,NNW blkd. Use caution.
Boulevard, J 3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE;rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4 SW;hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport,Bryant	L	0.3 NNE;lk N,W	6465	1	31		P-lines S,W,Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5 WNW;RR S	764	2	h60-BL4,6,7-S5-W	F4	FEE when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft. 925' ext on Rnwy 15 avail for take-offs only.
Buttonwillow-Kern Co.#15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S;hwy W	275	1	17	F1	
Calexico	P	1.2 W;riv N	SL	2	36-S1	F3	Rgt tfc W,NW,E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5 SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5 WNW;hwy S	-180	3	40-(S1)	(F2)	ENE,SE,WSW,NW blkd.
Calistoga	P	0.2 ENE;RR S	365	1	h23-S1	F2	Rgt tfc WNW. P-line WNW.
Calpine	L	1 SE;hwy W	5000	1	26		(CLOSED-UNSAFE). Ruf.
Camarillo, Conejo Valley	L	9.5 ESE;hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Canby, Mead		0.5 S;RR W					ABANDONED.
Canoga Park	L	1.1SSW;RR ENE					ABANDONED.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE;RR SW	220	1	20-S1	F2	Rgt tfc W.Minor rprs avail in emerg.
CATALINA ISLAND Catalina	P	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N;hwy W	4810	1	h36		
Centerville, Center	P	2.1 SSE;hwy N,W	40	1	20-(S1)	(F2)	P-line WNW.Atnd wk-ends only.
Chester	P	1.5 SSW;hwy NW	4525	2	32-S5	F2	ENE,SSE,WSW blkd.
(PC)CHICO	P	5 N;hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7 SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2 WSW;hwy NE	173	1	22-*L4-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h46		Rgt tfc to E,NE. Ctn F51 and C54 acft operg in vcnty. Acft parked on mat area; taxying on rnwys.
Chowchilla	L	0.8 SE;RR NE	240	1	h17	(F1)	Rgt tfc NW.
Claremont,Cable-Claremont	P	1.8 ENE;hwy S	1450	3	h21-B*L4-S5	F3	ENE blkd. 3350' strip avail.
Clarksburg, Borges-Clarksburg	P	2.4 NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N;hwy E	714	3	h52-L4-S1	F2	
Colusa	L	1.2 SW;hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW;hwy S	45	1	15		P-line SE. Soft when wet.
" U.S. Fish & Wild Life	L	2.2 SW;hwy N	45	1	23		CLOSED WINTERS. N,S blkd. Soft-wet
Compton	P	1.5 SW;hwys E,W	97	3	h20-BL1-S5	F3	Rgt tfc E,3500' strip avail,W blkd.
(PC)Concord, Buchanan	P	1.5 NW;hwys N,S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3 WNW;hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn-weeds.
" Baldwin	L	2.7 NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2 SE;RR,hwy W	205	1	29-L*1,3-(S1)	(F3)	Twr NNW.
(PC)Corning	P	1.3 NE;hwy W	300	1	24-B	F2	
Corona, Thursby's	L	1.3 NE;RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N;hwy E	3380	2	26		E/W strip under const.
Costa Mesa, Balboa Bay		1.5 WNW					(ABANDONED)
Cotati, Waldo Rohnert Co	L	0.6 NE;RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW;crk NE	1385	2	30		Hill WNW. Caution-wet.
(P)CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-BL4-S2-W	F2	Drifting sand across W end taxi strip leading to Rnwy 11. Use Rnwy 11 for taxiing only. Ctn-rocks end Rnwy 35.
Creston	L	1.5 SSW	1200	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW;RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd, Bluff S.
Cypress		1.3 ESE;RR SW					ABANDONED. tfc SSW.
Daggett 13,LAX-AMA	P	5 E;RR S	1927	2	h64-BL2-W		
Darwin	L	0.6W;hwy 1 NE	4730	1	17		Rolling.
Davis,State Forestry	L	3 E;RR N	28	1	23		Soft when wet. Caution-holes.
" University	P	2.4 WSW;crk S	65	3	h37-B-S5-U	F2	SSW blkd;p-line NNW.
Death Valley Jct,Amargosa	L	0.7 W;hwys E,N	2037	1	23		Rgt tfc N.
← Delano,Dunlap		7.5 ESE;RR W					ABANDONED
(PC) " -Kern Co.#3	P	1.5 SE;RR,hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1 NNE;riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E,W.
Desert Center, 17, LAX-PHX	P	4.5 NE;hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5 NNE;hwy W	900	1	45		
Dinuba, Alta	P	4.5 E;RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE;hwy NW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW;RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW;canal S	167	1	23-BL4-S1	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	L	1.5 SSE;hwy W	100	1	h39		Rgt tfc SW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Dunsmuir. Mott. 25B. SFO-SEA	P	3.7 N;hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S;hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8 SE;hwy SW	275	1	16		
El Centro, Eshelman's		2.5 S					(ABANDONED)
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-L3,4-S5-U	F3	Rgt tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE;lk SW	1256	2	32		P-line N;hill W. Soft when wet.
Escondido	L	1.5 W;RR,hwy N					ABANDONED
← Essex		2.7 NNE;RR E					ABANDONED.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
"-County	P	3.6 ENE;hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW,W.
Exeter, Pruner	L	3 SSW;hwy E	340	1	24-*L4		
Fairfield-Suisun	P	1 E;RR N	12	2	30-*L4-S5	F2	N blkd;p-lines S,WSW. Soft when wet.
Fair Oaks-Phoenix	P	3.5 ENE;riv E,S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3S;RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	P	1 N;hwy E	3300	1	h33-S1	F2	
← Famoso, Poso-Kern Co #16	L	4 E;hwy N	645	aw	h45		Unattended.
Fontana	L	3.5 NNW;hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N;lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW;ocean W	65	1	h24		
" White	L	1 NNE;riv S	72	1	18	F1	SE,NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW;rd E	2728	1	38	(F1)	Surd by mtns.
(P)Fortuna, Rohnerville	P	3.3 SSE;rd E	390	1	h40-BL4-S5	F3	Rgt tfc Rnwy 11
(PC)Franklin	L	5.5 SSE;RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE;RR S,E	331	2	h70-BL4,5,6-S5-W	F4	Rgt tfc pat rnwys 11 & 7. Use rnwys.
" -Chandler	P	1.8 W;hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5 NW;canal NE	285	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32		Hi-voltage p-line SE end strip, unlgtd. SE blkd.
(PC)Fullerton	P	3 W;hwy S,N	93	1	21-BL4-S5	F3	
Furnace Creek		0.5 N;hwy W					ABANDONED
FURNACE CREEK, 17, RIV-DLS	P	1.5 N	-211	1	h57		Closed Summers.
(PC)Garberville	P	1.5 SW;riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gardena-Valley		2 NW;RR N					ABANDONED.
Gasquet	L	1 W;hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW;RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glenn Ivy Hot Springs, Glen Ivy	L	0.2 N;hwy E	1200	1	19		Mtns S. Rolling.
Grass Valley	L	0.8 W;hwy N	2600	1	18	F2	Rgt tfc strip27. P-line WNW. Rolling.
" MacBoyle	L	2.7E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW;hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E;hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW;hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE;hwy S	247	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W;hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N;lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW;hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E;RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2E;rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW;RR W	47	3	h52-BL4-S5	F3	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE;riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW;RR 2 E	225	1	23		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5 WSW;RR SE	1502	2	h23-L4-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds
Herald, Bottimore Bros.	L	1 NNW;RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N;hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		CLOSED.
" McKim Ranch	L	5 NW;riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E;RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8 SE;ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P) IMPERIAL-COUNTY	P	1 S;hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
Independence	P	0.9 N;hwy W	3926	2	28-S1	F2	Rolling.
(PC) " Inyo County	L	6 SSE;hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8 ESE;hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1 WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW;hwy S	1711	1	h20-B*L4-S3	F2	
(PC)Jacumba	L	1.3 E;hwy N	2810	1	24		W end soft. Mtns E. Rolling.
Johannesburg-Kern Co #10			3550				ABANDONED
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE;RR N	222	1	18		
Kernville-Kern Co #13	L	2 S ;riv W	2575	1	h30		Soft.
(PC)King City	P	1.5 NNE;RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N;RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE;riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8 NNE;riv S,W	25	1	h16-S5	F3	
Lk Hughes, Neenach Rch	L	11.8 NW;hwy S	2975	1	19		on rnwy 6-24.
" Sky Castle	L	3 WSW;hwy N	2870	3	36		CLOSED. E,NE blkd; hills SW, WSW. Holes
(PC)Lakeport, Lampson	P	4 SSE;rd E	1380	1	35-S5	F2	Mtn WNW, Ruf.
LaMesa	P	4.2 SE;hwy L2N	475	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S;rd W	275	2	22-S5	F2	P-line SSE, E/W rolling, lgt tfc ESE.
" Sweetwater	L	4.8 SSW;hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster	L	0.5 NW;RR E					ABANDONED.
← " Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	WNW blkd;p-lines W, WSW.
← " Sterks Ranch	L	2.6 ENE;hwy S	2361	2	21		P-line W. Soft in spots.
" Victory	L	9.2 NW;					ABANDONED
" Waldrip	L	2 NNE;RR W	2335	1	19		
Leggett, Reed Rch		1 SE;hwy S					ABANDONED
(PC)Lemoore	L	9 SW;hwy N	247	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N;hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8 SW;hwy NW	2350	3	31-*L4-(S1)	(F2)	Soft. Weeds on N/S Strip.
(PC)Lincoln	L	3.6 WNW;hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5 SE;hwy 1,5 W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5 NW;hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6 SSE;RR W	65	1	18		N,S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW;riv S	350	1	23-S3	F2	
" -Sky Ranch	P	1.2 WNW;hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5 SW;hwy E	25	1	28-S5	F2	P-line E.
← " Lind's	P	4.8 N;hwy E	54	1	30	F2	P-lines E,W.
(PC)Lompoc	P	0.6 N;riv 1 N	94	2	23	F2	Rgt tfc W,NW. 800 x 1000' mat avail-use with caution.
Lone Pine	P	0.8 S;hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF) LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W.
" East Long Beach		(See Sunset Beach Arpt, California)					
← (P)LOS ANGELES-Intnl	P	0.5 SW;RR E	126	3	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
" East Los Angeles		8.5 ESE;RR S					(ABANDONED)
(NG) " San Fernando Valley	P	17.5 NW;RR N	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rgt tfc rnwys 26, 34.
(PC)Los Banos	P	1.2 W;hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S;hwy 1,5 W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills-Kern Co. #9	L	0.6 NE;hwys S,W	285	1	h63		
← " Blackwells Corner	L	10.5 W;hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E;lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
" Rabbit Dry Lake	L	3.3 W	2950	aw	40		Hwy crosses strips. Ctn-wet. Mtns NW,E.
(PC)Madera	P	3.5 WNW;hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N,S,W. Open May-Oct.
" Long Valley	L	7.2 E;hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa-Kern Co. #6		0.7 S;hwy N					(ABANDONED)
" Sunset	L	3.1 NE;RR SW	520	3	19-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5 WNW;rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N;bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
Marysville, Cheim	L	1.5 NE;hwy SE	67				ABANDONED
(P) " YUBA COUNTY	P	3.2 SSE;RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6 SW;hwy 1 NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE;riv W	40	1	14		
Middletown, Larry's	L	2.5 WNW;hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S;RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE;riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Mojave, Myer	L	1 SSE;RR S	2726	2	36-(S1)	(F2)	W blkd.
Montague	P	1 W;hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE;RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)Monterey-Peninsula	P	3.4 ESE;hwy NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
← Moorpark, Everett Rch	L	2.8 SE;hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N;RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E;hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1 ENE;rd S	1137	1	22		P-line E.
(PC)Napa County	P	5.5 S;RR E,S	36	2	h53-BL4-S5	F3	
" Stewart	L	2 S;hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1 SSE;riv S	8	2	22-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5 S;hwy E	990	2	h58-BL4-W		No 80 oct avail. 91,100 oct avail emerg.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Needles, Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW;rds S,E	3060	2	26-(S5)	(80)	No sto.NW blkd.Rolling.Soft-wet.
New Cuyama	L	0.4S;hwy N	2225	1	40		
North Sacramento-City	L	1.2 N;RR W	30	1	17		INACTIVE.Caution-weeds.
Novato, Marin County	P	2.6 NNE;RR W	1	2	30-(S3)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8 ESE;RR N	180	2	24-S5	F2	Unattended Tues, Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S;hwy 2 NE	5	3	h62-BL6,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4 WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE;riv N	29	1	25-L1-S3	F2	Lgt tfc W.Use strip.
" Hi Hi Sky Ranch		1.5 ENE;RR S					ABANDONED
← Ojai, Henderson	L	3.5 WSW;RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E;hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW;riv W	8000	2	29		Clsd winters. FEE. Lnd, tk-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8 WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5 WNW;rivS	9100	1	18		Lnd and tk-off to SW.
(NG)ONTARIO-International	P	1.5 E;RR N,S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc runways 3,7.
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No sto SW corner used by farmers.
" Kirkwood	L	4.8 NE;RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W;riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW;hwy N	199	2	h60-BL4-S3	F2	Ctn-runways humpy.
Otay, Wolfe's	P	1.2 SE	220	1	29	F1	Rgt tfc WNW.
Oxnard, Broome Ranch	L	8 SE	15	1	20	F4	Caution-ditch and p-line parallel SSE Strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W;hwy E	43	2	h45-BL4-S5-W	F4	
(P)PALMDALE, Air Force Plant 42		Airport now Air Force Installation.					
Palm Desert	L	1.2 NW;hwy SW	215	2	30	F1	W blkd.E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5 E;dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N and NW.
Palo Alto	P	2 ENE;bay 1 E	5	2	h25-S5	F2	Ant, SSE;p-line S,WNW,2400' strip avail.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctr-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5 NE;hwy L5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W;rd S	168	1	26-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma		1.7 N;bet RR's					ABANDONED.
" -Sky Ranch	P	2.3 NE;rd NW	78	1	h21-*L1-S5	F2	
(PC) Pismo Beach-San Luis Obispo Co.	P	2.7 SSE;RR E	14	1	h23-S1	F1	
(PC)Pixley	L	1.2 SW;hwy E	260	1	h20-(S1)		
← Placerville, El Dorado Co.	L	1.5 ESE;hwy 1 N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd, Soft when wet.
Poe	L	0.2 NW;hwy S	1850	1	40		Use strip. Pipe line each end-ruf. E end soft.
(PC)Point Arena-Hotel	L	2 NW;hwy E	80	1	13		Ruf.
Pomona		1.8 SSE;rd W					(REPORTED ABANDONED).
" Brackett	P	3 NW;hwys N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW;hwy 1 N	444	2	h60-BL4-S3	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Ganser	P	0.5 N;hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6 WSW;hwySE	1392	1	h40-L4-S1	F2	
← Ravendale	L	0.2 N;RR SW	5300	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7 SSW;Crk N,S	354	2	h40-BL4-S1-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE;rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S, Ruf.
" -Sky Ranch	P	5 S;canal E,N	486	2	29-S5	F2	
Redlands	L	3 NE;RR E	1574	1	25		CLOSED, Rolling, flying over school.
Reedley, Great Western	P	5 N;RR W	381	1	22	F2	Rolling. Rgt tfc N, avoid
Rialto, Miro-Fontana	L	2.5 NW;crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE
" Morrow	P	1.8 S;hwy S	1100	1	h32-S5	F2	P-line ENE, WSW. Clsd Sundays -races
Rice	L	2.2 ESE;hwy N	832	2	h50		
Richgrove, Burum	L	1.3 WNW	466	1	14		P-line S, ant, E. Use at own risk.
Richvale	L	1.5 WNW;RR E	112	1	25		
" LaMalfa	L	3 ENE;hwy S	115	1	20		P-line SSE, Soft when wet.
← Ridgecrest, Davis	P	0.5 SSW;hwy E	2300	2	26-S1	F3	P-line ENE.
Rincon, Lazy H Sky Ranch	L	1.2 NW;rd E	890	1	15		Lgt acft only. Rolling.
Riverside, FlaBob	P	2.3 WNW;riv SE	760	2	37-L1-S5	F4	2000' pavement avail.
Riverside	P	4.5 WSW;RR W	790	2	32-*L4-S5	87	FEE for lgts. Rolling. Bcn on req.
Robbins, Lampson's	L	0.4 W;hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N;rd S	450	1	h18		Use rnways.
← Rosamond	L	2.5 WNW	2415	1	26-S3	F2	No storage
" White Oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford, Inglenook Reh	L	1.5 WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5 SSW;RR W	21	3	h60-BL4,6-S5-W	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Sacramento, Branstetter							
" Capitol Sky Park	P	3.5 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hannam	L	6.6 SSE;hwy W					ABANDONED
" Jensen	L	4 SSW;RR W	20	1	17-S5	F3	Rgt tfc S, Unlgtd Ant, N Soft-wet, S blkd.
" Perkins		4.2 ESE;hwy NW					(ABANDONED)
" -Sky Ranch	P	4.6 SSE;hwy E	26	2	23-S5	F2	P-line S, NE.
(P)SALINAS	P	2.8 ESE;RR SW	84	3	h50-BL4-S5-W	F4	
San Ardo	L	0.6 NW;RR E	450	1	20		Use at own risk.
" #2	P	5.6 NW;RR NE	400	1	23		Caution-weeds. avail
San Bernardino	P	4.7 NNW;RR W	1455	4	h28-BL4-S5	F2	Hills N,S;p-line WSW. Rgt tfc N. 4600' strip
" Tri-City	P	3.3 SSE;riv N	1040'	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E. S. 2700' of E/W Strip lgtd.
San Carlos-San Mateo County	P	1 NNE	6	2	h25-S4	F2	8' levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W;bays S,W	15	2	h87-BL4-S5-W	F4	P-line ESE. Rgt tfc runways 27,31. AIRPT OF ENTRY.
(PC) " Montgomery	P	7 NNE;hwy W	417	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5,10.
" Pike's	P	4.8 WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE;hwy E	383	2	h54-BL4-S5-U-W	F3	Rgt tfc ESE.
San Fernando	P	1.5 E;hwy 1 SW	1168	1	24-S1	F2	Rgt tfc to NNE, P-line NNE.
" Whiteman	P	2 SE;RR SW	1033	2	36	F4	P-lines NNE, SSW. Rgt tfc NNE.
(P)SAN FRANCISCO INTN'L.	P	9 SSE;bay E	11	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
← Sanger, Wonder Valley Dude Ranch	L	15.3 NE;rd S	630	1	25		Rd crosses strip. Tfc pat NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E;rd W	114	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW;RR SW	62	1	h45-BL4-S5-U	F4	
← " Reid's Hillview	P	4 E;rd NW,SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N;RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " -COUNTY	P	3 SSE;hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	P	1.5 WSW;RR N	540	2	21-S5	F2	Rgt tfc ENE. P-lines ESE.
" -Valley	P	1 W;RR N	550	2	20-S1	F2	Rgt tfc N, Caution weeds on strip.
San Mateo		2.2 ESE;hwy W					(ABANDONED)
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S;hwy N	54	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	8.1 W;RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Capitola	P	4.8 E;RR S					ABANDONED days only.
" -Sky Park	P	5.3 N;hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
← Santa Maria, Bancock	P	1.1 SE;RR N	236	3	h33	F4	P-lines W,WNW. Rgt tfc E,ENE, ESE.
" Machado	P	2.2 N;riv N	230	1	27	F2	W blkd. 3800' strip avail.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW;hwy E	259	2	h57-BL4-S1-U-W	F3	
(P)Santa Monica	P	2.6 ESE;rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
Santa Paula	P	0.8 S;riv S	240	1	21-S1	F2	Rgt tfc to S. 91 oct avail on req.
← " Harvey		1.7 E;riv S					ABANDONED
Santa Rosa	L	2.8 NNW;hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW;RR 1 E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S;RR N	965	1	18-S1	F1	W blkd hills S,E. Rgt tfc N. weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	F1)	
" Crawford	L	4.1 ESE;hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8 ESE;rds E,N	2150	1	53		1800' SSE end strip unusable wint mos-mrkd. Unattended.
Selma	L	2.3 E;rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E;RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12,16,25.
Shelter Cove	L	0.1 W;ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S;hwy W	1580	1	23		Mtns N, Rgt tfc N.
Silver Lake, 18, LAX-SLC	..	2.5 SSE;RR bed E					ABANDONED.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE;lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Solemint, 6 S Ranch	P	1 WNW;hwy S	1349	1	h26-S1	F2	E,W blkd. Clsd Suns-auto races.
(PC) Sonora, Columbia		SEE: Columbia, Columbia Airport					
(P)STOCKTON	P	4 SSE;hwy E	28	3	h45-BL4,6-S5-W	F4	
" Oranges Bros.	P	5 N;RR E	23	1	h20-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	3	20	F2	Atnd Oct-June. E end E/W Strip ruf.
Stratford, Jones Farms	L	1.1 NW;RR NE	200	1	16		
" Newton	L	2.7 SSW;hwyNW	192	1	h22-U		P-line NNW.
" Rowan	L	1.7 SE	200	1	19		
" Westlake Farms	L	0.1 SW;hwy W	200	1	15		
Strathmore, Traugor	P	1.1 NNE;RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunnyvale, Santa Clara Valley		2 NE;hwy S					ABANDONED
Susanville	P	6.5 SE;hwys adj	4146	3	32-BL24-S5	F3	P-line N.
← Taft, Parker		15.6 ESE;hwy S					ABANDONED
" -Kern Co. #2	P	0.6 E;RR S	873	3	38-BL4-S3	F2	P-lines SW,WNW. Ctn-weeds on strip
← " Tank Farm		21.5 ESE;hwyS					ABANDONED

F-fuel octane, ← New or revised data. U-UNICOM(122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Tehachapi-Kern Co. #4	L	0.8 NE;RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8 SW;hwy W	-117	2	h50-BL4-S1-W	F3	Use rnwys.
Three Rivers	L	2.2 NNE;riv S,W	850	1	20		SSE blkd.Soft when wet.
(PC)Torrance	P	3 SW;hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29,Twrs NE,NW.
(PC)Tracy	P	3.5 SSW;RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5 ESE;riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1 ESE;RR S	164	1	27		SSE blkd.Soft when wet.
(PC)Trinity Center	L	0.4 NNE;hwy W	2305	1	22		Tfc pat E. Surd by mtns.
→ Trona	L	5 NE;dry lk S	1716	1	60-B*L2		Rolling.
Truckee,16B,SFO-SLC		3.6 ENE;hwy S					ABANDONED.
Tulare	P	3.7 SSE;hwy W	270	1	21-S1	F2	
" Moore's	L	2.2 NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE;hwy SW	4048	1	35		
Turlock	L	4 WSW;RR SW	78	1	20		Edges Soft.
" Arpk	L	1.5 SSE;hwy 1 E	95	1	20		CLOSED-LEGALLY.
" -Municipal	L	9 E;hwy N,W	160	1	h33-S1	F2	
" Roe	L	7.8 S;riv S	100	1	19		NNW blkd.SE end soft.Rgt tfc SE.Rolling.
Twentynine Palms, Cones	P	1.5 ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
→ " "K"		11.3 W;hwy 1 S					ABANDONED.
(P)UKIAH	P	1.5 S;RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N.Rnwy rstd to acft in excess
Upper Lake, Gravelly Valley USFS	L	20 N;lk 1 S	1900	2	44		NNE blkd:hills WNW.Deer on fld. Clsd Nov-Mar.Lnd NNE. WNW;take-off SSW, ENE.
" Polk	L	0.6 SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8 NE;hwy NW	65	1	23		INACTIVE.
Vallejo, Knight's		2.5 NNW;hwy SE				F2	ABANDONED
Valley Center, Schafer's	L	4 E;riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7 SE;RR NE	13	1	h24	F3	Rgt tfc SE.
→ Victorville. Circle M Ranch		7.3 SE					ABANDONED.
" "66"		5.2 SSW;hwy W					ABANDONED
Vidal	L	1 SE;hwy SW	590	1	29		
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwy.
(PC)VISALIA	P	5 W;RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8 WNW;RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7 NNW;riv S	320	1	20		CLOSED.
" -Dinuba	L	8.5 NNW;RR 1 NE	310	1	h25		
Walnut Grove	P	2.4 SW;riv W	SL	1	26-S1	F2	
Warm Springs	L	2.3 SSE;RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4 W;hwy N	2875	1	35		
→ Wasco,Semi-Tropic		8.6 W;hwy N					ABANDONED
" -Kern County #5	L	2 NNW;rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6 NW;hwy S	160	2	h45-*L4-S5-W	F2	Bcn prior req.
Weaverville	L	1 SSE;hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE Strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8 NW;Sea adj	-152	2	51		CLOSED, xcpt on ofl bus.
Westwood	L	1.5 W;hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2 NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	P	1.3 NE;RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3 ENE;rd S	1356	1	18	(F2)	P-line W.Slippery when wet.Rgt tfc strip 25.
Willows, Nolta's	L	4 N;hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S;RR W	90	1	20		Soft when wet.
→ " -Glenn County	P	1.3 WSW;hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5 ENE;hwy W	98	1	h60		
Woodland	L	3 SE;rd S,W	30	2	27		Soft when wet.
" Watts	P	5.5 W;hwy E	121	2	h27-*L1-S5	F2	P-line ESE.3400' strip avail.
Yermo, Calico Guest Ranch	L	0.5 NNE;RR S					ABANDONED
(PC)Yuba City, Sutter County	P	0.6 SE;riv E	58	1	h20-S5	F2	Rgt tfc Rnwy 35, 440' extension N.
Yucaipa, Lincoln	L	2.1 W;hwy SW	2350	2	22		P-line WSW.
→ Yucca Valley-Sky Corral		0.1 N;hwy S					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
South Belridge, Belridge	L	0.8 NNW;hwy E	575	1	38		
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
Stratford, Schwartz Farms	L	2 SE	195	1	25		
Sunset Beach	P	2 E; Ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Daggett, Gentry	P	0.6N	2000	1	32-S3	F2	
→(PC)Columbia	P	3.4NNW;hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE.Surd by hills.
COLORADO							
Akron, Ward	P	0.7N.	4660	1	28-*L4-S1	F2	
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E.Ruf.
(PC)ALAMOSA	P	2S;riv 1.5 NE	7535	2	h59-B*L4-S1-W	F3	Unigtd 1120' overrun
" Kramer	P	3 WNW;RR N	7550	2	52-*L4-S5	F2	NE blkd.Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	27 SSW;hwy 15 N	7730	3	58		S blkd.
Boulder	P	3 ENE;bet RRs	5350	4	42-BL4-S3	F2	
Brush	L	27 ENE;hwys W	4280	3	35	F1	S,SSE,W blkd,Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5 W;RR S	4160	4	38-S1	F1	S,SE blkd;p-lines N,NE,NW.
Calhan	L	0.6 ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S,Cattle-fld.
(PC)Canon City, Fremont County	L	6.9 E;hwy N	5436	2	h54		
Center	L	65 WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE,E blkd.Ruf.Soft when wet.
Colorado Sprgs,Garden Rch.	L	5.5 NNE	6450	2	44		CLOSED-NOT MAINTAINED.
(AF) " PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
" Pine Valley		92 N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC)Craig	P	2 SE;riv N	6197	1	56- L2-S5	F1	Caution-ditch.Use strip.
Creede	L	2 SSE;hwy NW	8700	2	50		P-line NE.Use strips.
Crested Butte	L	0.8 SE	8800	1	27		
Del Norte	L	2.5 N	7900	3	60		Hills SW,W.Ravine S,N/S Strip rolling.
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd.Ctn-equip. on N edge, weeds.
(PC)Delta, Starr Nelson	L	4 E;RR N	5200	4	56-*L1		
→ Denver, Ruston Hgts.	P	10 NNW;hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E;RR S	5478	3	41- L4-S5	F3	Rgt tfc strips 26,30,36.Ditch W.
(P) " STAPLETON	P	5 ENE;RR N	5331	5	h100-BL4-7-S5-W	F4	Rgt tfc rnwys 35,26L,26R, 30,21.Rdo rcvr rqrd.Land W numeral 26L.Acft avoid flgt vcnty jail lctd 4000' NE apch end rnwy 21.
Dove Creek	L	0.6 E;hwy W	7000	1	44	(F1)	P-line SW.
Dupont, Adams City		2.1 SSW;RR E					ABANDONED.
(PC)Durango	P	1 NE	6875	1	42		CLOSED.
(PC) " -LaPLATA	P	10.6 SE;riv NW	6684	1	h56-BL4-S3	F3	SW end soft, ruf.
Eads	L	1.3 WSW;RR N	4250	2	35		
" Freeman	L	10 SSE;hwy W	3950	4	35		P-lines S,SSW,W,NNW.
Eagle,76,LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Eaton, Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E;dam 2,5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S;hwy N	4975	3	40-*L4-(S3)	(F1)	E,SE blkd.
(PC)Ft. Collins, Christman	P	4 WNW	5160	2	40-BL2-S5	F3	Use strips.
Ft. Morgan, Young	P	6 N	4550	3	52- L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6 N;riv E	8000	1	68		Surd by mtns.Peake either side S apch Caution-holes.
Glenwood Springs	L	2 S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd.Cattle on fld.
(PC)Granby	L	1 ENE;RR S	8203	1	40		
(P)GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
→(PC)Greeley	P	3.5 E;rd S	4645	3	50-BL4-S5	F2	
(PC)GUNNISON-County	P	1.2 SSW;RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6,17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
" Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE;riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld Ruf. Emerg only.
Holyoke		1.6 ESE;hwy N					ABANDONED
(PC) Hugo	L	1.5 NW;hwy W	5128	3	40		
Julesburg	P	2.4SW;RRN	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip.Ruf.
Kim, Sammons Ranch	L	10 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	L	0.9 E;hwy N	7411	1	h55		
(P)LA JUNTA	P	4.5 NNE;hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd;p-lines SW,W,Ruf.
Las Animas	L	1.4 S;hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE;hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5616	1	26-*L	F1	N blkd,Rolling.Land,take-off N.
(PC)Longmont	L	2.9 W;hwy S	5047	3	44-B*L4-S5-U		
(PC)Loveland	P	2 WNW;hwy S.	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E;riv S	6300	1	39-L-S1	F1	
Mesita	L	4 E;hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista		3.5 W;hwy NE					ABANDONED
" SAN LUIS VALLEY	P	6E;hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC)MONTROSE COUNTY	P	1.5 NNW;hwy SW	5758	2	h56-BL4-S5	F1	P-line SW.NE/SW Strip soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
New Raymer	L	0.5 SE;RR N	4778	3	29		CLOSED.
Norwood	L	3 NE;riv E	7000	1	27		Rolling.
Nucla	P	2.3 SSW;riv 1 S	5910	2	50-(S1)	(F1)	
Ordway-#1	L	0.9 S;RR N	4300	3	39		Poor drainage, dangerous.
(PC) " -#2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E;RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW;RR NW	6000	1	30-S1		Soft when wet.
		2.1 SW;hwy S					
(P)Pueblo Memorial	P	7 ENE; hwy S	4725	2	h35-BL4-S3-W	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" -Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE, S blkd.
Rifle	P	3.3 E;riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25, Shoulders ruf.
Rocky Ford, Todd	L	2.8 SSW;canal N	4390	2	28		P-lines NW;hill SE.
Saguache	L	2 WNW;hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W;RR S	7484	1	38-(S5)	(F1)	Ruf.Steep grade on W.
" Frantzhurst		3 WNW					REPORTED ABANDONED.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7710	4	74	F1	Soft, ruf.
Sanford		1.5 W					ABANDONED.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N;hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	2.5 NNW;hwy NE	6920	2	34		Unsafe when wet
(PC)Sterling-Logan County	P	2.8 W;RR S	4037	2	h47-S5	F3	P-line NE ,Ditch S.
Stratton	L	1.3 NE;hwy S	4400	1	33		SE blkd;p-lines NW.
(P)TRINIDAD	P	105 ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use rnwys.
" Newcombs Ranch	L	20E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U.S. Vanadium	L	2.9 NE	5850	1	60		
(PC)Walden-Jackson County	L	1.5 NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable.Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N;RR, hwy S	3950	3	29-(S1)	(F1)	P-line SE, S.Ruf.
Watkins, Craig	L	6.2 W;hwy S	5500	2	26		S blkd;p-line W.Rolling.
" East Colfax	P	2.7 WSW;hwy N	5650	2	30-S1	F2	P-lines N, NW.Ruf.
Wray	P	1.2 NNW;hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S.
Yuma	P	1.4 SSE;hwy N	4150	3	34-S1	F1	SE, S, SW blkd;p-line NW.Rgt tfc N, NE, SE
NEW AIRPORTS (or airports out of alphabetical alignment)							
Vernon, Dickson	L	5 SW	3950	1	45	F1	P-lines S.
CONNECTICUT							
Ansonia	P	1.6 ENE	440	1	18-S5	F2	
← Bethany	P	1.3 N	680	1	28-*L2-S3	F1	500' N end slopes sharply.
(P)BRIDGEPORT	P	3.5 ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj N.E.
← Bristol		1.9 SE;RR N					ABANDONED.
(PC)Danbury	P	2.5 SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E.Hartford, Rentschler	P	1.5 SSE	45	4	h58-L4-S5	F4	Code ben, VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
← Essex, Doane		1.2 SW;RR E					ABANDONED.
(PC)GROTON, Trumbull	P	2.8 SE;RR NW	10	3	h50-BL4-S5-W-U	F3	P-line NW.
Hartford, Brainard	P	2.8 SE;riv E	18	3	h47-BL2,3,4-S5-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall.FEE Rnwy 15-33 perm clsd.
Madison, Griswold	P	2 ESE;RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
← Meriden	P	2.4 SW;RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC)NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
← Pachaug	L	1.4 E	204	1	23-*L4	F1	
Simsbury	P	2.6 NNE;RR W	210	2	18-S5-U	F3	
← S. Woodstock, DeFlorez	L	1.2 SSE;hwy W	465	2	18-S3	F1	No storage
Torrington, Tor-Win	L	5.3 N	1260	2	21		Permanently closed.
Warehouse Point, Skyviark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
← Waterbury	P	5.7 NNW;RR 1 E	843	2	20-S3	F1	
Waterford, New London	P	1.7 N;hwy N	60	2	19-*L4-S5-U	F3	SE blkd, Ridge NW
(PC)WILLIMANTIC, Windham	P	2.7 NE;hwy SE	244	3	h43-S3-U	F2	Dike NE.
(NG)WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							
← New Milford, Candlelight Farms	P	2.4 W	650	1	20-S3	F1	
← Plainville, Robertson	P	2.5 N;RR E	200	1	21-S1	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CONNECTICUT							
DELAWARE							
Bridgeville	L	1.7 SE;hwy W	40	2	23-*L1		N,WNW blkd.
Dover Arpk	L	2.2 N	37	3	24		P-line SW.
" Sunglo		1.3 S;hwy W					ABANDONED
(PC)Georgetown, Sussex Co.	P	1.5 SE;RR N,E	51	2	h50-U		E/W rnwy perm clsd.
Harrington	L	1.5 E;hwy S	50	1	28-*L1	F1	E, W, WSW blkd.
Hartley, Lasch	L	0.8 WNW;rd NE	70	1	15		SE blkd.
Laurel	L	1.5 SW;hwy S	30	3	21		Unattended
Milford	P	1.1 NNW;hwy E	35	2	24-*L4-S5	F3	ESE blkd
New Castle, Bellanca	P	1.5 W;hwy N	30	3	h25-S5-U	F2	3600' strip avail. turf ext each end ENE/WSW strip.Rgt tfc NE.Strips soft-wet
" Biggs	L	1 NW;RR E	60	3	21		SE blkd;p-line NE.Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach. Rehoboth Aircrafters	P	2.5 W;hwy N	28	4	38-B*L4-S5	F1	E,SE,W,NW blkd. Unlgtd ant. ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	L	3 SSE;hwy E	50	1	16		
" Lakeside	L	1 S;hwy E	45	1	18		S blkd. Castle Co. twr, Phila rdo only
Wilmington, Du Pont	P	3 WNW;hwy S	185	2	28-BL2,4-S5-U	F2	SSW blkd.Lgts to 2300 prior req ctc New-
(AF,NG) " NEW CASTLE CO.	P	4.8 SSW;hwy SE	79	4	h71-BL4,5,6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W;rd SE	45	1	21-S3	F1	WNW blkd;p-line ESE.Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	P	2.2 S of Monument	16	4	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd.FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet.
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N;hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE;rd S	3	1	19		S blkd.Sandy.
(PC)Apalachicola	P	2 W;bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE;rd W	60	4	33		
Astor Park, Sellers Lake	L	1.5 WSW;lk N					ABANDONED.
Atlantic Beach, Bull	P	1 NW;ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W;hwy N	156	4	h40-S1	F1	P-line NW.Use rnwys.
(P)Bartow	L	5.5 NE;RR NW	124	3	h50-B*L4		AF primary contr school.Intensive student trng within 20 mi radius 0700-2400.Mon-Fri.No ATC inter-phone. CLOSED CIVIL ACFT.
Belle Glade-State	P	1 NNE;hwy W	17	2	24-S5	F1	W blkd.Soft when wet.
(PC)Boca Raton	Airport now Air Force Installation.						
Bradenton	P	1 SW;hwy E	22	2	34-S5-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW;RR E	70	3	h70-S5	F1	Use rnwys.
(PC)Bunnell	L	3.5 E;lk SW	34	4	h50		Cattle on fld.Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W;hwy 1 S	20	1	h40		Use rnwy.
(PC)Cedar Key, Lewis	L	1 W;gulf W	7	1	h24		Tower S.Use rnwy. Unattended.
Chipley	L	1.8 SE;RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30-S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W;hwy N	20	2	h30-L4-S5-U	F2	Use rnwy.
Cocoa	P	2.1 ESE;riv E	4	1	43-BL4-S5	F1	
Crestview	L	2.5 N;RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E;RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE;hwy W	7	1	30		
(P)DAYTONA BEACH	P	2.8 SW;hwy N	34	4	h50-BL1,6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	L	5 E;hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW;hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW;bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC) Fernandina Beach	P	4 S;riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW;RR SE	14	4	h40		Caution-not maintained.Use rnwys.
" Bradley	P	2.8 N;RR W	9	1	h26-S5	F4	
(PC) " BROWARD CO, INTNL.	P	3.7 SSW;RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY.Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE;RR E	19	3	27-B-S5	F1	N,NW blkd;p-line W.Caution-wet.
" Angle		2.2 NW					ABANDONED.
(PC) " St. Lucie County	P	3.5 NW;RR E	24	4	h50-S5	F3	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F3	Use rnwys.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Gainesville, Stengel	P	4 WSW; lk E, W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		P-line N.
Haines City	P	1 NW	175	2	20-S1	F1	Use E, W strip only in strong winds.
Hawthorne	L	1.5 SSE; RR W	120	2	20		CLOSED. NE, S, SW blkd.
Hollywood	L	1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5	F4	Use rnwys.
(PC) Holopaw	L	2.2 E; hwy S	70	1	26		
Homestead		1.6 NE; RR W					ABANDONED
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3 ENE; RR W	20	3	h50-BL2, 4		
(P) Jacksonville, Craig	P	9 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6.3 N; RR W	52	4	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
" Mile Branch	P	11 SW	62	2	18-S5	F1	Cattle on fld.
(PC) Keystone Hgts, Keystone	P	4.5 NNW; RR W	196	3	h50-S3	F2	Use rnwys.
(P) KEY WEST, International	P	2.3 E; ocean S	4	4	39-*L-S3	F3	ARPT OF ENTRY. FEE. Use rnwys.
(PC) Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
(PC) Lake City	P	3.7 ESE; hwy N	202	4	h68-S3	F1	Use rnwys.
(PC) LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng Ctn-entering active rnwy. Use rnwy.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail. after 2400.
" Skyland		1.9 WNW; RR S					ABANDONED
(PC) Lake Wales	P	2.3 WSW; RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC) Leesburg	P	4 ENE; lk SE, NW	67	2	h50-BL2-S5	F1	Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Maratho,	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P) MARIANNA, Graham Airbase	P	5 NE; hwy E	112	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd. Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo req. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW; RR E	26	4	h43-BL4-31-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	20-S5	F3	acft higher than 600h.p. prohibited
(AF) " -INTERNATIONAL	P	5 NW; canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo rqrd. FOR CLEAR. BASE. Non-sked exec and pvt acft use 20th St. Term. ramp. No storage. Use rnwys.
" Tamiami	P	9 W; canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S, W blkd.
Minneola, Kerlin	L	0.5 NE; hwy W	100	2	16		Unattended.
Monticello		1.5 SW; hwy E					ABANDONED
(PC) Naples-America	P	2 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys.
(PC) New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys. Rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use
(PC) Okeechobee-County	L	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF) ORLANDO	P	2.5 E; lk S	115	5	h55-BL4,6-S5-W	F4	Rnwy 10L-28R perm clsd.
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5	F1	E blkd.
(PC) Ormond, Tomoka	L	3.5 WNW; RR N	29	4	h40		CLOSED. Ctn-not maintd. Rnwy 4-22 DANGEROUS-ditch in pavement. Cattle on fld. Use rnwys.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC) Palatka, Larkin	P	3 NW; RR N, S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park	P	3.5 NNE; hwy E	24	1	20-S5	F2	
(PC) " FANNIN	P	3 NNW; bay NW	14	2	h49-L4-S5-W	F4	Rnwy lgts avail until 2130. Use rnwy.
" Skyland	P	0.2 W; RR N E	12	1	19-35	F2	P-lines N, S. N end soft. Rgt tfc S.
(P) PENSACOLA	P	4 NNE; bay E	121	4	h50-BL4,6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2 S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC) Plant City	L	2.5 SW; RR SE	154	1	h42		Washes near edges of rnwy. Use rnwy.
" Robinson	P	1.5 WSW; RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-S3	F4	Use rnwys.
(PC) Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	P	2 NE; hwy 3	226	2	35-31	F1	SW blkd.
(PC) St. Augustine, Fairchild-St. Augustine	P	2 NE; hwy S	10	3	h50	F3	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) "PINELLAS CO. INTNL.	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
(CG) St. Petersburg Whitted/ CGAS	P	2.5 E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC) " -BRADENTON	P	3.5 NNW; RR E	24	4	h50-BL4,6-S5-U-W	F4	
Sebring		2.8 SW; lk NE					ABANDONED.
(PC) " Air Terminal	P	6.5 ESE; RR 2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC) Stuart, Witham	P	1.5 SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9 NNW; riv NW	250	2	26-S3	F1	Surrounded by trees.
(P) " DALE MABRY	P	3 W; RR S	70	3	h52-BL4,-6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys.
(PC) Tampa, Hillsborough County	L	7 NNE; riv 15 S	67	3	h50		CLOSED-LEGALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P) " -INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4,5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg
Tarpon Springs	L	2 WNW; gulf W	12	2	20		INACTIVE. N, NW; hwy tfc S
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC) Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
" -State	L	0.5 SE; hwy W					ABANDONED.
(P) VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Warrington, Bayou	L	3.2 WSW					ABANDONED
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P) West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC) Williston	L	2.2 SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	P	1.5 ESE; RR NW	92	3	h55-*L-S1	F1	Ben prior req/circling. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Labelle Mun	L	1 S	18	2	24		P-line N. Unattended. NE, SW unusable.
Mount Pleasant	P	1.0 W	301	1	22	F1	
High Springs, Sky Road Inn	P	5.0N	90	1	21	F1	
GEORGIA							
Abbeville	L	0.8 S; hwy E	260	1	16		CLOSED-NOT MAINTAINED.
Adel, Cook County	L	1.3 W; hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P) ALBANY	P	4 SW; hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys. P-line W, E/W rnwy clsd
" Pine Knoll Lodge	L	11.5 WSW; RR S	196	2	30		SW blkd. ngts air carriers.
(P) Alma, 43, MIA-ATL	P	2.5 W; RR N	200	2	43-BL2		P-line NW.
(PC) Americus, Souther	P	4 NE; RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC) ATHENS	P	3.5 E	807	2	h49-B*L4-S-W	F2	Use rnwys.
(P) ATLANTA	P	8 S; RR N	1024	5	h78-BL4,6,7-S5-W	F4	FEE. Clsd HR. VHR acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3 W; riv NW	820	3	h44-BL4-S5	F4	
(P) AUGUSTA, Bush	P	7.3 SSE; riv E	142	2	h53-BL4,6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W; RR S	424	3	h41-BL4-S3	F4	Embank. W. Use rnwys. N/S rnwy clsd.
(P) Bainbridge	L	6.5 NNW; hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy.
(PC) " Commodore Decatur	L	2 WNW; hwy ENE	103	2	h40-BL4		Use rnwys. Clsd wk ends, holidays
(PC) Blakely, Early County	L	2 SSE; hwys NE	260	2	20		Soft when wet. xcpt prior approval.
(PC) Brunswick	P	2 NNE; RR W	14	2	h23-B*L4-S1	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Ltd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC) Butler, 14, TLH-ATL	P	0.5 NW; RR S	667	2	32-BL2		S blkd; p-line SW.
(PC) Cairo-Grady County	L	3.3 ENE; hwy S	263	2	21		Road WNW, S. N-p-lines WNW, S; house N. Ruf.
(PC) Camilla	L	2.2 WSW; hwy N	180	2	30		E blkd. Use center of strips.
(PC) Carrollton	L	2.3 NE; hwy E	1049	1	23-*L	(F1)	P-line NNE.
Cedartown, Waters	L	1.2 W; hwy E	798	2	26		P-line E. Soft when wet.
Cochran	P	5 NE; riv E	324	2	21-B*L2,4-S5	F1	
" Red Dog		6.2 NW; hwy 1.5 E					ABANDONED
(P) Columbus	P	1.5 SSE; riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE; RR E, W	397	2	h50-BL4,6-S5-W	F4	Use rnwys.
Commerce	L	1.8 E; hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1 S; hwy E	750	1	20		P-line N. Ruf.
(PC) Cordele	L	1.8 NNE; RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW; RR's E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4 NNW; lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7 ESE; riv NE	700	2	21		INACTIVE.
" Mountain View	P	2 NW; hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC) Darien, Edenfield	L	3.5 N; hwy NE	30	1	30		

F-fuel octane; ➔ New or revised Data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
Dawson, Terrell County	L	2.5 SE;hwy N	353	1	26		INACTIVE.Lgt acft only.Rolling.Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE,SW,NW blkd.Light aircraft only.
(PC)Douglas,S.Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	302	3	h50-BL4-S5	F1	Use rnwys-holes adjacent.
Elberton		2 SE;hwys N,W					ABANDONED
Ellaville,Gill's	L	1 E;hwy N	565	1	16		INACTIVE,N blkd.Land to S to N. Take-off N to S.
Fitzgerald	L	2 SSW;RR W,E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W,E	1277	2	h40-BL2,4,5,6-S1	F3	Use rnwys.
Griffin-Spalding	P	1.5 S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW;hwy NE	185	1	h40		Use caution.Stock on fld.
(PC)Jasper,Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S1-W	F1	
(PC)Lake Park	L	1 SSW	220	2	h47		CLOSED.N,SW blkd;p-line S.
Lawrenceville,Wages	L	1.0 N;hwy E	1075	1	13		CLOSED.P-line E.Light acft only.
(PC)Leesburg,Lee County		2.2 SW					ABANDONED
							HAZARDOUS.
← Lithonia,Gunn	P	3.3 WNW;hwy S	960	1	h21-S3	F1	Hill W.Rolling.
Louisville,Port Maybe	L	4 N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4,6-(S3)-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N,W blkd.Lgt acft only.Soft when wet.
(P) " Smart	P	4 ESE;hwy E,W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd;p-line NE.Do not lnd SW end of NE/SW strip.Lumber stacks E side of SSE end of NNW/SSE Strip.
Marietta,Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd;p-line NW.Soft,slick wet.No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW;RR SW	360	2	25		Unattended.
Millen,Action's	L	10 NW	200	2	48		Ruf. ENE blkd.Anchs hazardous.Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE,ESE,S,WSW blkd. Use only if familiar with field.Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE,WSW blkd.
Montezuma	L	1.5 E;RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E,W	287	3	h43-L4-S1-W	F1	Clear Jr.bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-B		AF basic contr. school-student trng 25 mi radius.Lmtd svcg.facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd.Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan,39,MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman,Brooks County	L	2.4 NW	185	2	30		INACTIVE.Soft when wet.P-lines E,SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf.Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
Rossville		0.6 W;rd S					ABANDONED
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE.Use rnwys.
Sandersville,Washington County	L	1 E;RR W	460	2	35-L4		N blkd.Ruf, rolling.
Savannah,Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd.No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h84-BL4,6-S5-W	F4	Use rnwys.Rnwy 14-32 clsd.
Smithville,North Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE.E/W Strip clsd-p-line W end.
(PC)S. Newport,Harris Neck	L	8 E;riv N	22	3	h53		Use rnwys.Stock on fld.
(PC)Statesboro	L	3.8 NE;hwy W	182	3	h53		S blkd;twr W.Use rnwys.
Stockbridge,Beliah	L	4 ENE;dam SE	750	aw	21		Unattended.
(PC)Swainsboro,Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE.E blkd.Cattle on fld.Deep gully W end.Lgt acft only.Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE.Ruf.
(PC)Sylvania,6,AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.
(PC)Thomaston,Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet.Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
← (PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3 N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton,Myers	P	2.3 SE;hwy W	343	3	h50	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3,9,15. Use rnwys.
(PC)Toccoa,LeTourneau	L	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E,NNE blkd;p-line SSW.UNICOM-req. Servcg. fuel on call.
(P)VALDOSTA	P	3.7 S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.
(PC)Vidalia	P	3.2 SE;RR N	274	3	h50	F1	Use rnwys.
Villa Rica,Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19-S1	F1	Rolling.
Warm Springs,Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE.WNW blkd.Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5 NW;RR 15 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder,4,ATL-LGA	P	1 ESE;RR S	943	2	h46-BL4		Unlgtd obstns SE,SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wadley,Foster	L	3 E	250	1	30		
Chipley, Gardens	P	2S	904	1	31	(F1)	
← Dublin Arpk	P	3.0S	300	2	20-B-S3	F1	
IDAHO							
Aberdeen	L	2.7 SW;canal E	4460	2	26		Soft when wet.
← " Vanderford		3.3 NW;canal E					ABANDONED
American Falls	L	2 NE;RR NW	4404	1	38		Ctn-weeds.Ridge of dirt SE edge.
AndersonDam, Benne't	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2 SW;hwy NNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1 WNW;riv NE	5300	2	50		Soft when wet.
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY.Cattle-fld.Soft-wet.
Ashton, Anderson	L	5.8 ESE;riv N	5520	1	22		Ruf.Soft when wet.
Atomic City, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY.Cattle-fld.Soft-wet.
" Cox's Well	L	26.6 SW	5120	1	26		Cattle-fld.Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY.Cattle-fld.Soft-wet.
" Midway	L	0.7 N;hwy SW	5000	2	h21		500' extension NE/SW Strip ruf.
Bancroft	L	1.2 E;RR SW	5425	1	28		E 500' unusable-rock pile.Soft-wet.
Bernard USFS	L	195 W of Forney	3710	1	19		CLSD WINT.Land to N;take-off S.
Big Creek USFS	L	0.2 NNE;rd NW	5750	1	13		DANGEROUS.Land to SSW.Take-off NNE.Fence SSW.Skis Winters.
Big Springs USFS	L	1.1 WNW;RR SE	6350	2	27		Skis winter.Soft when wet.
(PC)Blackfoot	P	1.5 N;riv NW	4488	1	h30	F2	
Boise		1.8 WNW;riv W		1			ABANDONED
(NG) " AIR TERMINAL	P	4.5 SSW;RR 2 W	2858	4	h80-BL4,5,8-S5-W	F4	Non-rdo equipd acft use Rnwys 28R,10L only when tfc NW or SE, making left pat. on Rnwy 10L.Rgt tfc Rnwy 28R.
" Bradley	P	3.3 WNW;riv NE	2637	1	30-L4-S5-U	F3	Stay S of river.Rgt tfc SE.
" Floating Feather	L	7.5 NW;riv 15 S	2675	1	39-(S5)	(F2)	Rolling.No storage.
" Major	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river.Rgt tfc WNW.No storage. WNW end soft.
(PC)Bonners Ferry,Boundary County	L	1.9 NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Boyill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf,undulating.
Bruce Meadows USFS	L	23.5 NW;Stanley	6404	1	19		Land S;take-off N.Cattle-fld.Skis Wint. S end wet.
(PC)Buhl	P	1.8 W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3 ENE;riv NE	4150	3	h41-BL4-S5-W	F3	P-line WNW.Ctn-train,sign SW.
Calder	L	0.3 SSE;riv N	2190	1	12		DANGER-SHORT FLD.CLSD WINTER. Cattle on fld.
(PC)Caldwell	P	1.3 W;RR,hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5 NW,Stanley	6635	3	40		Open June-November.ESE blkd.
(PC)Carey,Coats		0.2 W;riv SW					ABANDONED
Cascade	L	28E;rivNW	4239	1	34		Skis winter.Rgt tfc NW.Cattle on fld.
Cayuse Creek USFS	L	36SENE Pierce	3770	1	20		CLSD WINT.Land to SW;take-off NE.
Centerville	L	0.9 NNE;crk E	4000	1	15		Ctn-2'gully across strip approx 700' from SW end.CLOSED WINTER.
(PC)Challis	L	1.2 NNE;hwy E	5085	3	41		Hill SW.Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger.Hill NNW;ridge SSE.Skis winter.E/W Strip unusable.
(P)COEUR D'ALENE, Air Terminal	P	6.3 NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE Big Crk	6705	1	18		EMERG ONLY.Skis winter.Danger ruf,rolling.Take-off to S.
Coolin,Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters.Rgt tfc S.Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd.Soft off gravel when wet.
(PC)Council	L	1.5 NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4 NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5 N;canal S	4100	1	24		N 150' width unusable.Ruf, rolling.
Dixie R.S., Dixie USFS	L	05 S;bet rd,crk	5200	1	36		Maintd June to Nov.Land to N;take-off S.Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd.Rolling.
(PC)Driggs,Teton Peaks	L	0.9 NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS,23,SLC-GTF	P	0.8 SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling.Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only.Ruf.Soft when wet.
Elk River	L	0.4 NE;RR S	2850	1	26-*L1		P-line S.Skis Nov to April.Ngt lndgs S.Soft when wet.
(PC)Emmett	L	2.6 SW;RR NW	2359	1	24		Use strip.Soft when wet.
Fairfield,Camas County	L	0.4 S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW,SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		IDAHO					
Fish Lake USFS	L	365 ESE Pierce	5800	1	29		
Garden Valley	L	1.3 W;riv SW	3000	1	23		CLOSED-ditch across strip.
(PC)Glenns Ferry	L	1.3 WSW;riv S	2536	1	32		
(P)Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F3	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter, weeds, Cattle-fld. Soft off gravel when wet.
Grandview	L	0.7 ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)Hailey, Friedman	P	1.1 SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Hill City, Tracy	L	1.7 SW;hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1 NW;riv NE	2300	1	14		Ctn-brush on strip. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW; take-off to SW.
Horse Heaven	L	9.5 SE Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5 SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-off to SW. Open May-November.
(P)IDAHO FALLS	P	2 NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15 SE Stibnite	4662	1	23		Land NE; take-off SW. Holes SW end. Poor approaches.
Island Park, Last Chance	L	4.4 WSW;riv W	6160	1	30		S 500' usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam Rd	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28		Ruf. Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft when wet. Ruf.
(PC)Kooskia	L	0.7 S;riv W	1265	1	19		P-line E. Hill NNW.
Krassel USFS	L	11 W Yellowpine	3852	1	13		CLOSED. DANGEROUS.
Lake, Flying R	SEE : HENRYS LAKE, FLYING R (under new airports)						
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd; hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-Rocks. P-line NW.
(PC) LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC) Mackay	L	0.8 CE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5 ESE Belmont; bet Crks	2990	1	28		Open June-October.
Mahoney Creek USFS	L	23 ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW; take-off NE.
Malad City	P	2.6 WSW;hwy SE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S Strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5 ENE;riv SW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct, avail in town.
Melba	L	5.8 WNW;riv SW	2775	1	h21		INACTIVE-DANGEROUS.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6 NNE;hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5 NNE Red Riv Hot Springs	2400	1	23 way apch watch for tfc.		EMERG ONLY. Exper flyers only. One-Open Apr-Nov. NE, SW blkd; p-line NNE. Cattle-fld.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8 W;RR NE	3161	1	38		4800'x2500' aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5 E;hwy NW	2535	3	28-S5	F2	WSW blkd; p-line ENE.
New Meadows	L	0.5 N;hwy S E	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3 NW;riv NE	1003	1	27-S5	F3	Use ctn. Ridge WNW, E, E. Rgt tfc Indg SE. Ruf.
Paris, Bear Lake County	L	3.3 ENE;rd S	5928	2	h57-B		Caution-fowl on field.
Parma	L	0.6 SSE;RR NW	2225	1	26		P-line NW. Rgt tfc to S.
Patterson, Ima Mines	L	0.8 S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks
Payette	P	2 NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
Pingree, Leach		3.2 E;riv E					ABANDONED.
(P)Pocatello Mun.	P	8.1 WNW	4448	3	h83-BL4,6-S3-W	F4	Ctc Pocatello twr for take-off and lndgs.
(PC)Preston	P	1.5 NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-L4	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S Strip when wind permits. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		IDAHO					
(PC)Rigby	L	1.7 S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3 NE;riv WNW	1800	1	25		NNE blkd: mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19 N E Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N, Canyon to S. Soft-wet.
Rupert, Brockie	L	9 ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1 SSE;RR NW	4966	1	39-S5	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2 NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" -River	P	1.2 S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet
(PC)Sandpoint	P	1.5 NNW;RR W	2126	1	h32-L4-S1	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper flyers only. One way apch. Cattle-fld. Watch for tfc.
Shoshone, Andrew		2.5 E;hwy N					ABANDONED.
" Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3 SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW Strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf.
Spirit Lake	L	0.7 W;RR NE	2500	1	22	Hills NW, SE.	Ctn-debris; rd crosses strip. Cattle-fld.
Springfield, Wilcox	L	9.3 NNW	4700	1	20		EMERG ONLY. Cattle on fld. Soft when wet. Ruf.
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		CLOSED. Lnd SW; tk-off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000' ENE soft-wet. When wind permits Ind upstream WSW; tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10 WSW;riv SW	5500	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3 SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct, avail in emerg, or prior req.
Victor	L	0.8 SE;crk SW	5240	1	31		INACTIVE. Use ctn-not maintd. SE blkd, Tk-off NW. Canyon SE. Skis winter.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		
(PC)Weiser	P	2.8 S;riv W	2120	2	34-S3	F2	Soft when wet.
Wilder	L	0.8 NE;hwy W	2550	1	19		P-line NNW. Clsd.
Yellow Pine, Reed Ranch	L	12 WSW	6000	1	21		Skis winter. Ridge S, W. Cattle-fld.
" USFS	L	1 W;riv E	5677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Henrys Lake, Flying R	L	2.8 SE, hwy E, SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Indian Valley	L	2.0N	2800	1	20		Unattended. Open Apr.-Nov.
		ILLINOIS					
Alexander, Negus	L	2.8 WNW;RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E;hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW;hwy E	750	2	22-S3	F2	No storage E blkd.
(N)Arlington Heights, Arlington	P	2 SSW					ABANDONED.
Aurora	P	2.7 NNW;RR E	701	2	h28-U	F3	N, S, W blkd
Beardstown, Hood	L	2.1 SE;hwy E	440	1	18-(S3)	(F2)	
Bensonville, Sky Haven		1.5 SE;RR W					ABANDONED
Benton	L	1.5 NW	445	2	26	(F2)	Unattended.
(PC)BLOOMINGTON	P	3.3 E;hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Island, Chicago Howell	SEE: Chicago-Howell Arpt.						
Blue Mound, McCov	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE;RRW	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC) CAIRO	P	4.5 NNW;RR E	322	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5 NNW;RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale, Murdale	P	4 NNW	408	3	h27-BL4-S5-U-W	F3	4200' strip avail.
Carlinville		1.4 E;hwy S					ABANDONED
Carmi	L	1.1 NE;RR S	390	1	28		ABANDONED
Casey	P	0.8 NW;rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town. /wet.
Centralia	P	1.5 ESE;rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft.
Champaign	P	2 NNW;hwy SW	753	3	26-*L-S5	F3	S, NW blkd; p-line W
(PC) " UNIV. OF ILLINOIS	P	5.5 SSW;RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.

F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Charleston	L	1.3 SW;RR 1 NW	690	2	26		Unattended
Chatsworth		1 Sbet hwy, RR					ABANDONED
← Cherry Valley, Franklyn	P	1 E	750	3	33-S5	F3	NE blkd, P-line N.
Chicago, Elmhurst	P	17 WNW;hwy S	709	4	30-L4-S1	F3	SW blkd. Ant.S, twr E. Rgt tfc all tk-offs & lndgs N/S, NE/SW rnwys.
" -Hammond	P	24.6 SSE of Loop	615	4	32-B-S5-U	F4	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-S5	F4	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY
" Stinson	P	13.1 WSW;quarry S	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	Sunrise to 2200. Rgt tfc N, FEE. 2-way rdo
(AF,NG) "O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts. rqrd
" Pal-Waukee	P	21 NW;RR W	642	4	h29-BL4-S5	F4	No 91 Octane ngts.
Chicago Heights Governor's	P	5 WSW;hwy E	750	2	29-S5	F3	E blkd, Rolling.
Clinton	L	4.8 NE;crk N	720	2	15		
Compton, Bresson	P	5 N;hwy E,S	800	1	26-S3-U	F2	S blkd, No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S;hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5 SW;hwy E	650	2	18-*L4		
Danville		2.4 SSW;hwy W					ABANDONED.
" Vermilion		4 E;hwy S, RR N					ABANDONED
(PC) " VERMILION COUNTY	P	4.8 NNE;RR E	687	3	h40-B*L4-S5-W-U	F3	Use rnwys.
(PC)DECATUR	P	4 E;RR S	679	3	h53-BL4-S1-U-W	F3	
" -Aviation Company	L	4 NW	678	1	25		P-lines S, W, SW. Rolling.
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5 SW;RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling
Dixon	P	1.9 ESE;RR S	786	1	h28-S5-U	F2	Code bcn.
East St. Louis, Lakeside	P	7 NNE;lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW;RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6 S;RR W	585	2	30-S1	F2	S blkd, Road crosses E/W Strip.
Elgin	P	2.3 N;riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Flora	L	0.8 SW;RR N					ABANDONED
Freeport, Albertus	P	3.5 SE;RR S	840	3	h23-S5-U	F2	S blkd.
" Hillcrest		4 ENE;riv 1 S					ABANDONED.
Galesburg	P	1.7 NW;hwy E	788	2	h27-B*L2,4-S5	F3	P-line E. Rgt tfc take-off SE.
" Munson	L	5 SW;RR N	780	2	21		ABANDONED
Gillespie	L	1 W;RR S					ABANDONED
Gilman	P	1.2 NNE;RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6 NE;RR E, W	499	1	26		Unattended.
Glenview, Pal-Waukee	SEE: Chicago, Pal-Waukee Arpt.						
Graymont, Carroll		1.5 E;RR N					ABANDONED
(PC)Harrisburg-Raleigh	P	5.2 N;hwy E	396	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail.
Harvard, Dacy	L	0.8 SW	930	1	24		Use when wet. Lgts oper by elec. ear.
Harvey, Rubinkam	P	3 WSW;hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E;hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6 NE;hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE;lk E	625	1	24		N, S blkd.
Hinsdale, Chicago Hinsdale	SEE: Chicago-Hinsdale Arpt.						
Jacksonville		3.9 S;hwy E					ABANDONED.
←(PC) " Mun	P	2.7 N;hwy E	623	3	h30-BL4-S3-W	F2	3200' strip avail.
Johnsburg	L	0.4 SSW;riv S	740	1	19		Rgt tfc. Antenna NE.
(P)Joliet	P	5 W;riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S;hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2 WSW;RR 1.5 E	625	2	26-S5-U	F3	Ditch N, S blkd. Use strips.
Kewanee	P	3 S;hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E;hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
LaGrange, Chicago-Stinson	SEE: Chicago-Stinson Arpt.						
(PC)Lawrenceville	P	4.5 NE;lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5 SE;RR N	437	1	22-S3	F2	S blkd; p-line N. Soft-wet.
(N)Libertyville	L	4.4 S	706	4	h29		Closed to all aircraft.
Lincoln	P	1.8 W;hwy N	591	2	31-L-S5	F2	P-line N.
(PC) " Logan County	P	2 ENE;hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC)Litchfield	P	1.4 SW;hwy E	690	2	h23-BL4-S5	F2	Shoulders soft, Ctn-when using the E/W Rnwy.
Lockport, Lewis-Lockport	P	2.2 WNW;canal E	670	4	h31-BL4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8 NNW;RR S	740	3	28-S5	F2	P-lines S, SW.
" York Township	P	2 SSW;riv W	740	2	20-S5	F2	Use strips.
← Macomb	P	2.4 E;hwy E	695	2	26-S5	F2	N, E blkd.
Marion Air Park	L	1.8 ESE;RR S	430	3	27		CLOSED
(PC)MARION-Williamson County	P	4.6 WNW;hwy W	472	3	h38-BL4-S5-U	F4	4200 strip avail.
(PC)Mattoon, Coles Co., Mem'l.	P	5 E;RR 1 N	720	3	h37-BL4-S5-U	F3	3900' strip avail.
Mendota, Fitzgerald	L	1.5 NW;RR NE	800	1	24-*L4-S3	F2	
Metropolis	P	2 NW;hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7 NNW;hwy E	650	2	28-L1-S5	F3	E blkd.
		2.5 E;RR N					

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
(P)MOLINE, Quad-City	P	4 S;hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
← Momence		3.5 WSW;riv N					Abandoned
Monmouth	L	1.5 NNE;RR W	770	1	31-S5	F2	S blkd, E/W rnwy clsd, Unattended.
Morris	P	4.5 N;hwy W	585	2	23-L1-S1	F3	
(PC)Mt. Carmel	P	13.7 NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W;RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC)Mt. Vernon	P	2.5 ENE;RR S	465	3	h22-L4-S5-U	F3	3800' strip available.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2 WNW;RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6 NW;RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before indg. Rstd to acft under 12,000 lbs. Lgts req after 0100
Oaklawn, Harlem	P	2.2 WNW;RR W	619	8	34-S5	F2	Closed to aircraft over 2000 lbs. SW blkd.
Olney, Ulrich	P	1.8 ESE;RR S	537	2	30-S1	F1	P-lines N, S blkd.
Ottawa	P	1 NNW;rd N	615	2	28-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford County	L	1 N;RR S	450	1	26		W blkd.
Pana	L	2 E;RRs N	670	2	23		N, S blkd.
Pecatonica	P	1 N;hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5 S;RR E	521	3	34-*L-S5-U	F3	S blkd; p-line W.
(NG)PEORIA, Greater Peoria	P	4.8 WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
← " Le Tourneau		1.8 NE;riv E					ABANDONED
" Mt. Hawley	P	6.4 N;RR SW	800	3	30-L4-S5	F3	NE, SE, S, SW blkd.
Plymouth	L	2 W;rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5 WNW;hwy SW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5 E;hwy N	625	2	24	F2	N, S blkd.
← (P)QUINCY, Baldwin-Quincy	P	10.5 E;hwy S	769	3	h54-BL4-S5-W	F4	
" Doc's		4.2 W;hwy S					ABANDONED
Roanoke, Fash		4.2 W;hwy N, E					ABANDONED.
Robinson	P	5.3 E;hwy S	500	2	35	F2	E/W Rnwy closed, S blkd. Ruf.
Rochelle	P	2 S;hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	P	3 S;hwy W	645	4	25-S5-U	F2	P-lines W, SW, NW.
Rockford, Cottonwood	L	3 NW;rd S	745	1	26		CLOSED. Rgt tfc S.
(P) " GREATER ROCKFORD	P	4.9 S;hwy E, W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE;riv NW	732	3	30-*L2-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC)Salem, Salem-Leckrone	P	1.9 NW;lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4 WSW;RR N	670	2	20-S5-U	F3	P-line N. Soft when wet. p-line W.
Savanna, Stransdale	P	4 SE;hwy W	610	3	23-S1	F2	1000' NW end NW/SE rnwy clsd.
Serena	P	2.8 N elevator SE	640	1	21-L4-S3-U	F3	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W;RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
Sheldon, Disoway	P	5.4 SSW;RR W	688	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S;RR E	772	4	27-S5	F1	Use strips.
AF, NG)SPRINGFIELD, Capital	P	3.2 NNW;hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.
" Southwest	P	3.5 SW;RR N, S	606	2	24-S5	F2	Use strips.
Steger, Will County	L	0.5 S;RR W	710	3	15		W blkd; p-line N. Soft when wet. Rgt tfc strips 9, 36.
← Sterling		1 N					ABANDONED.
Stockton	L	1.9 SSE;hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE;RR N	650	2	23-S5	F3	
Sycamore	P	1.4 ESE;RR N	840	4	26-S5	F2	Rgt tfc NW tk-off, P-line N, NE, ESE.
← Taylorville	P	1.8 WSW;RR SE	612	1	h22-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Urbana, Illini	P	2 NNE;hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE;hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	P	1 WSW;RR E, S, W	640	1	22-S3	F2	P-line N.
Warren, Evergreen	L	1.7 S;hwy W					ABANDONED
Waukegan	P	1.5 NW;RR W	725	4	25-B-S5	F2	Rolling.
← " Lake County	P	5 NNW	718	3	37-S5-U	F2	Landing fee multi-engine aircraft.
(PC)West Chicago, DuPage Co.	P	3 NW;RR S	760	4	h32-BL4-S5-U	F3	
West Frankfort		0.8 WNW;RR W					ABANDONED
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Williamson, W.L.S.	L	0.8 E;hwy E	600	1	26		N blkd.
Wood Dale, Moody-Wooddale	L	1.3 NNE;rd adj N	711	4	27		Closed wk-ends. Acft over 3,500 lbs prohibited.
Woodstock		1 NE;hwy SE					ABANDONED
Wyoming	L	1.4 SSW;hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical alignment).							
Forrest, Honegger	L	3 S;RR E	710	2	23	F1	E blkd. Use strip.
Tuscola	P	2 S W	650	1	23-S5	F2	
East Moline, Miller		2.5 E; rr N					ABANDONED
Kewanee Arpk	P	6 E	760	2	24	F2	
Paris, Stewart Hog Ring	L	1 S;rr W	740	1	21-L6	F1	

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
← Anderson	P	3.5 SE;hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
← " Ace	P	4 S;RR E	910	3	41-S5-U	F4	
(PC)Angola, Tri-State	P	4.2 W;hwy S	984	3	32-B-S5	F3	SE,SW blkd.
(PC)Annapolis, Port-O'-The Woods	L	2.2 NNW;hwy 1 E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE.
(PC)Bedford	P	3.5 SE;hwy E	728	3	h31-S1-U	F1	Use Rnwy,Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-B L4-S1-U	F3	Use strips,rnwys.
← Bluffton, Miller	P	4.2 WSW; RR S	827	2	26-B-S5	F2	E blkd,Rgt tfc E,S. Depression near center E/W strip.
← " -Wells County	P	2.8 WSW;RR S	820	1	32-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5 SSE;RR S	875	2	26-(S1)	(F1)	P-line S,Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F3	E,NE,SE blkd;p-line SW.Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays,Ruf.
← (PC)Connersville, Mettel	P	2.8 NNE;canal W	867	3	h25-BL4	F2	3200' strip avail.
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE,E.
Culver	L	2 E;lk W	815	2	23		Rolling,Use strips.
← Decatur, Hi-Way		1 SW;hwy E			ABANDONED.		Unattended
← DeMotte, Cheever	L	2.2 SSE;hwy E	676	3	29-(S1)	(F1)	N,S,WNW blkd;p-line ESE,Ruf.
← Dyer, Triangle	P	1.5 NE;RR E	630	4	31-*L-S5	F2	S blkd,Use strips, Soft-wet.
← Elkhart	P	2.7 NNW;hwy 1 E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E;riv N	750	3	30-*L2,4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2S;hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(P)EVANSVILLE,Dress Meml.	P	4.5 NNE;RR W,E	389	3	h60-BL4,6-S5-W	F4	P-line E,Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S,No storage.
(NC)FORT WAYNE, Baer	P	7.5 SSW;RR E	801	3	h78-BL3,4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S;hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S Strip at N end. Use strips.
French Lick	L	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S,SW,Bcn, lgts req after 2100.
← " Midway	P	4.9 NW;riv NE	780	2	26-*L1-S3	F1	S, W blkd.
Greencastle		2.5 ESE;RR 1 N			5		ABANDONED
Greenfield, Pope		1.9 ENE;RR S					ABANDONED.
Greensburg	P	2.1 WSW;RR N	915	2	23-S1	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-B*L4-S1	F2	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24-S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW;hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3 S;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-S5	F2	P-lines SW. ;gully S.
(P)INDIANAPOLIS, Weir Cook	P	8 SW;RR N	796	4	h51-BL4,5,6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13,18,22,27. Rnwy 4 open jet acft. Fee multi-eng & wt excess 110,000 lbs.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd,Ruf.
Jasonville	L	0.5 NE;hwy E,S	600	2	23-S1	F1	Rolling,Use strips.
Jeffersonville, Hap's	P	2 N	478	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	000	3	25-L	F1	P-line SE,SW,No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE, NW, SE blkd.
← KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
La Fayette, Aretz	P	3 NE bet RR,hwy	614	2	30-S5	F1	P- line NW. Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	40-*L4-S5	F3	P-line WNW.Use strips.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5 SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S,SW,SE,NW,
Lebanon		1 S					ABANDONED
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE.N blkd. Use strip.
← Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	L	3.8 SSW;hwy E	850	3	24		
" West Side		2.5 NW;hwy S					ABANDONED
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N.Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
← Michigan City	P	4 E;hwy jct SW	650	2	h30-*L4-S5-U	F3	Tower N;P-line S,E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N,W	668	1	h24-S3	F2	
Mishawaka, Sportsman	P	3.7 NE;riv S	760	2	21-S5	F2	P-lines NE,SW.
Monticello		5 SSW					ABANDONED.
" Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
Mt. Vernon	L	1 E bet hwy, riv	390	2	26-S5	(F1)	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S,SE blkd;tank SW.Eng rprs only.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available, Bcn prior req.
New Carlisle, Gordon	L	2.8 ESE;hwy 1 N	736	2	16		Use strips,Ruf.
New Castle	P	1.8 ENE;hwy N	1030	3	29	F2	N,NE blkd,Rgt tfc W.Use strips.
" -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N.Vernon, St. Anne	L	2.3 NNE;RR W	750	2	h45		
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(AF) " Bunker Hill	L	7.5 SSW;hwy E	798	4	h50		CLOSED civil operations.
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd,Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd.Use strips.
" Steed	P	1.5 NW;hwys NE	926	3	26-*L4-S5	F2	N,NE blkd.Use strips.
Princeton	P	0.8 E;RR NE	502	3	20-S3	F2	Use strips,Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-S3	F3	Hill E.
Rising Sun	L	0.5 N	530	3	22-S1	F2	Rolling.
Rochester	P	1.5 E bet RR, hwy	787	4	25-S5	F3	N,NW,NE,S,SE blkd.Use rnwys. N rnwy
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd; p-line S. take-off only.
Salem, Boss-Denien		3 WNW;hwy S					ABANDONED
Scottsburg, Air Harbor		1.5 W;hwy N					ABANDONED.
Selma, Huffman		0.8 SE;RR N					ABANDONED
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE,E blkd;p-line N.Use strips.
Shelbyville, Suco		0.7 SE;RR E,NE					ABANDONED
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd.Use strips.
" Black Hawk	L	5.3 N;road E	925	2	18		P-line N.Use strips.
Shoals, Stiles		1.2 N;riv W					ABANDONED
←(P)SOUTH BEND,St.Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail, bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	P	6.5 NE RR 2 E	730	3	25-S1	F3	S blkd;p-line SE.
" Chain-O-Lakes	L	5.2 W;lk SW	765	4	24-U		P-line N,NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N,NE,SE.
(P) " HULMAN	P	5 ESE;hwy N	585	3	h82-BL4,6-S5-W	F4	Use rnwys. Fuel on req.after 2300.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7 N;RR S	829	2	26- L4-S5	F3	Use strips,P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-*L4-S5	F2	Rgt tfc S,W. Bcn prior req. Silo W
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.,Rgt tfc N,E. NE.Use rnwy, strips.
" Smith	L	4 N;RR E	839	2	27	(F3)	NE,SSW blkd.Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W.Use strips.
←(P)WEST LAFAYETTE.Purdue University	P	1.5 SW	610	2	h35-B-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission.Use rnwys ,3700' strip avail.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy W NW	758	2	19-(S3)	(F1)	Soft-wet.Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical alignment).							
Spurgeon, Enos	L	2 NNE;hwy W	485	1	27		
Logansport, Williamson	P	6 NE	770	2	20-S3	F1	P-line W.
Monticello, Dittman	P	2.8 S;lake E		2	30-S3	F1	P-line SW
← Muncie, Reese	P	3 SE	991	3	20-S5	F2	
Bloomington, Veteran's		2.5 W;RR N					ABANDONED
IOWA							
Albia, Airway Implement Co.	L	1.8 S;RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-L4-S5	F1	P-line N.
(PC) " Squeeze	L	4.5 S;hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	30-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E;hwy S	840	1	24		Cattle on fld.P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W;hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1 SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE;hwy N	1000	1	22		Land at own risk.P-lines N,S.
Bellevue	L	3.1 N;RR W	652	2	9		DANGER-SHORT FLD.Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7 WNW;hwys S	850	1	19-(S3)	(F1)	Atnd week-ends.No storage.S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk.Rolling.P-line S.
(PC)Boone	P	2ESE;hwy N	1143	2	26-BL4	F2	Rgt tfc NE,NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12,18.Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1200	1	18		

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		IOWA					
Carroll	P	4.2 ESE;RR N	1196	3	24-S3	F2	
← (P)CEDAR RAPIDS	P	6.7 SSW;RR E	863	2	h54-BL4,6-S5-U	F4	
" Hunter	P	3 S;hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5 SSW;RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N,E,W blkd, Land at own risk.
(PC)Charlton	L	2.5 W;hwy S	1050	1	24		P-line S.
" Turbots		2.3 NNE;hwy W					REPORTED ABANDONED.
(PC)Charles City	P	3.3 S bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd;p-line N,SW,NW.
(PC)Cherokee	P	1 S;RR W	1212	3	33-*L1-S5	F2	P-lines NE,SE.Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE;RR W	992	3	h21-BL4-S5	F2	Rgt tfc SW, SE. Ditches S, NNE.
" Schenck	P	0.8 SE	992	1	28-S3	F2	Rgt tfc N.
Clarion	P	1.4 NW;hwy S	1162	4	27-BL4-S3	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S;hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC) CLINTON	P	7 WSW;hwy S	701	3	h37-BL4-S5-U-W	F1	
Columbus Junction	L	3.9 N;RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW,RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W,RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE;hwy S	974	4	37-S5	F1	SW blkd;p-line SE; tank S.
Creston	P	2.5 SW;RRN	1320	1	18-S1	F2	
← Dallas Center, Husband	P	3 W;hwy W,N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.
(P)DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F3	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
←(PC)Denison	P	2.8 SW;hwy N	1280	3	30-*L4-S5-U	F2	Soft-wet.Land at own risk.
" Chamberlain	L	1.3 SE;riv N	1200	1	18		Soft when wet.
(NC)DES MOINES	P	4.5 SSW;hwy S	957	4	h75-BL45,6-S5-W	F4	
" Dodge	P	8 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
DeWitt	L	1.5 SE;RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd.Land at own risk.
(PC)DUBUQUE	P	7.5 SSW;hwy E	1075	2	h56-BL4,6-S5-U-W	F1	Use rnways.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk, Rolling.
(PC)Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk-2200.
← Elkader, Meyer	P	1.1 SE;RR E,S	915	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W;riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	55;hwy E	1200	1	20-*L1		S blkd.S end rolling.
Emmetsburg	P	1.3 SW;RR N	1205	3	35-S1	F2	
←(PC)Estherville	P	4.6 E;hwy S	1298	3	32-*L1-S5-U	F2	P-line SE,S,SW.
Farnhamville, Saucke	L	3 SW;hwy 1.3 N	1190	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling.
Floyd, Henry's	L	4 NE;riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC) FORT DODGE	P	3.5 N;hwy E	1150	2	h44-BL4,6	F1	Use rnwy
Fredericksburg, Arle's		0.7 S;RR W					ABANDONED
Garner, Wicks	P	1.8 NW;hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2 NE;riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW;hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 1.4 N	770	2	23-S1	F2	
Grennell		4.5 E;hwy S					(ABANDONED)
(PC)Guthrie Center	L	0.5 NW;riv E	1083	2	26-*L-(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N;riv E	610	1	26		
Hamburg, Hoover	L	2.2 W;RR 1 NE	906	1	20-(S1)	(F1)	N blkd.Soft when wet.
Hampton	L	2.7 NW;lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5 SSW;hwyE	1204	2	27-BL4-S3	F2	P-line S.
Hartley	L	1.2 SSE;RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd;p-lines S.SE;bins NE.Atnd week-ends.Caution-weeds.
Humboldt	L	1 N;RR N	1120	1	19		P-line N, Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1120	1	20		Use strip.Rolling.
Independence	L	4.1 W	990	2	26		P-line N,NW.
(PC)IOWA CITY	P	1.7 SW;riv E	661	3	h43-BL4-S5-U-W	F3	
" Indian Lookout		4.2 SW;hwy E					ABANDONED.
Iowa Falls	P	4.1 S;RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E;hwy N	1041	2	24-*L1-S5	F2	
(PC) Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3 WNW;RR E	1163	2	37-BL2-W		
LaPorte City, Clarks	L	2.4 NW;hwy 1 E	900	3	26		Land at own risk.Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1250	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W, NW blkd;p-line SE.
Lenox	L	1.3 N;hwy W	1200	1	26		N blkd.Rolling.Use center of strips.
Leon	L	4.1 N;RR SE	1050	1	20		Rolling.
Malvern, Bass	L	5.5 SSE;RR E	988	1	16		Land at own risk.
Manchester	P	1 S;RR, hwy W	935	1	25		Unattended
Manning	L	0.6 SW;RR W	1321	2	24		Tower NE,,P-lines S, SW. Emerg only.
(PC)Mapleton	P	0.5 NW; riv NW	1150	2	29-S5	F2	NE,SE,SW blkd, Ruf.
Maquoketa	L	2.8 SSW;hwy E	720	1	20		Land at own risk.
← Marshalltown, Niederhauser	P	4 N;hwy 1 E	990	2	26-L4-S5-U	F2	W blkd;p-line N.
←(P)MASON CITY	P	6.5 W;hwy S	1216	2	h56-BL4,6-S5-W	F3	
" Eco	P	2.6 ESE;riv S	1215	1	24-S1	F2	Rolling.Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd.P-line S.Cattle on fld.
Melbourne		0.3 S;RR E					ABANDONED
Missouri Valley	L	1.5 S bet RR, hwy	1000	1	25		S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		IOWA					
Moneta, Thorne	L	3 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19-S1	F2	
(PC)Muscatine	P	6 SW;hwy SE	546	2	h42-BL4-U	F3	
" Greiner	L	6 N;hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2 NW;hwy E,N	1000	2	26-(S1)	(F1)	E,NW blkd.W end E/W Strip ruf.
Nevada, Farm & Home		2 NW;RR 1 S					ABANDONED
" Nelson	P	1.7 W;hwy N	995	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
Newton	P	1.5 ENE;hwy S	950	2	24-*L1-S5	F3	P-line S.
" Flying Service		3 W;hwy S					ABANDONED
Nora Springs, Spotts	P	3.2 W;RR S	1170	2	26-*L-S1	F2	E blkd.Rolling.
Oakland, Kimberly	L	0.5 NW;riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3 W	1050	3	28-S5	F2	W blkd;p-line NW. Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 NRR, hwy E	1125	1	22		P-line N.Rolling.
Oskaloosa	P	2 SSE;RR NE	850	2	21	F2	P-line NE.Use strips.
(P)OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F3	
Pella	L	3.5 SE;RR NW	877	1	24		
(PC)Perry	P	3.5 WSW;hwy N	1014	2	23-L4-S3	F2	
(PC)Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Randolph		1.7 NNE;RR W					ABANDONED.
(PC)Red Oak	P	1.5 W;hwy N	1044	3	28-L4-S5	F2	P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	P	3 N;riv W	1361	2	23-S1	F2	Use E/W Strip when wet.
Rudd, Ehlebrachts	L	0.5 S;hwy N	1150	2	19		N, W blkd.Rolling.Use at own risk.
Sac City	P	3 SSE;riv W	1160	2	22-*L1-S5	F2	
Sheldon	L	5 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E;RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW;riv NW	963	2	37-BL4-S5-U	F3	
Sibley	P	2 S;RR NW	1500	2	26-*L4-S5	F2	E,S,W blkd;p-line N.
Sigourney	P	3 S;riv N	692	2	24-S1	F2	S blkd.Soft when wet.
(AF,NC)SIOUX CITY	P	6.5 S RR 1 NE	1097	3	h75-BL4,6,7-S3-W	F3	
" Rickenbacker		SEE: North Sioux City, S.Dak., Rickenbacker Fld.					
← Spencer	P	2.9 WNW;RR 1 S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE;RR 1 SE	1178	1	19	F1	P-line SE. Rolling.
Tama	L	1.3 S;hwy E	880	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW;riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2 E;hwy S	810	3	18		S blkd;p-line SE;culvert W.Use strips. Cattle on fld.
Villisca, Tyler	L	0.5 ENE;riv E	1055	1	22-*L		
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd, Land at own risk.
Wallingford	L	0.3 SE;riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE;RR NE	769	2	26		P-line E.
(P) WATERLOO	P	5 NW;riv 1S	870	3	h54-BL4,6-S5-U-W	F4	
" Canfield	P	3 NW;hwy NE	800	4	28-S5	F2	P-lines N, NE, bldgs SE, W blkd.
Waverly, Evans		2.2 SSE;riv E					ABANDONED.
Webster City	P	3.3 SW;RR 2.3 N	1100	4	26-S5	F2	P-lines N,NE.
Wesley	L	1.5 E;RR N	1250	1	30		N,S,W blkd.
Winfield	L	3 E;RR S	700	1	13-(S1)	(F1)	E blkd.Land at own risk.
Winterset		4.5 W;hwy N					ABANDONED
Woodward	L	3.2 NW;RR 2.5 S	1060	1	22		
NEW AIRPORTS (or airports out of alphabetical alignment)							
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd;p-line SE.
Milford, Fuller	L	0.7 NNW;hwy E	1440	2	36		S,W blkd;p-line E.
(PC) Waverly, Bantam	L	6 E	1000	1	26	(F1)	P-line N.
Grant Center, Maynard	L	2 E;RR E	1100	1	16		Unattended.
Fairfield Memorial	P	1 SE	780	2	26-S1	F1	P-line N.
Rockwell City	L	W; hwy W	1234	1	22-S3		90 oct. P-line W. Trees N.
Prairie City	P	2 N	950	2	30	F2	Ctn-cattle on fld,Trees W;cable line S.
		KANSAS					
(PC)Abilene	P	1.7 WSW;RR N	1148	3	h21-L4-S1	F3	2300' strip avail, NE blkd, p-line SE.
Anthony, 24, AMA-MKC	L	2.7 WNW;hwy S	1340	2	45-BL4		ESE blkd.Caution-wet. Ruf, Soft-wet
Arkansas City	P	3.5 S;hwy,RR W	1170	4	27-S5	F2	N, NE, S blkd;p-lines SE, SW.
" Strother Aux #1	L	7.5 NE;riv E	1145	1	26		Use strip.
" " Aux #2	L	6.6 W;hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2 S;RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W;hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F2	Use strips. after 2200.
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N,E,W blkd; p-lines S. Lgts prior req
Baldwin, Bell		2.2 E;hwy S					ABANDONED
Baxter Springs, Y & M	L	3.5 W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwy S	1520	3	24-S5	F1	P-line SW.Use strips.
(PC)Beloit	P	1.2 NW;RR S	1416	3	33-L4-S5	F2	SW blkd.Erosion.Use strips.
Bern	L	0.6 S;RR N	1300	1	24	(F1)	P-line N.Ctn-gopher holes.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N.Caution-wet.Use strips.
Brewster, Hutton	L	1 SE;hwy N	3420	3	35		SE blkd;p-line SW.Low area S center of fld unusable.Ruf. Use strips.Caution elevator adj NW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd.Ditches N,W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N,W.Use strips.
Caldwell	L	1.2 E;hwy S	1105	2	22		SE blkd;p-line SW.Ruf. Use strips.
(P)Chanute	P	2 WSW;lk SE	1001	2	h42-BL2,3-S5-W	F3	SE blkd; p-lines S,NW.
(PC)Cimarron	L	1.8 N;hwy W	2750	3	29-(S1)	(F1)	Unattended.
Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S,SE,SW,NW.Ctn-wet.Ruf.
" Dinsmore	L	6 WSW;RR N	1250	2	21		N,S blkd.Soft-wet.Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
Coffeyville		2.5 NW					ABANDONED
(PC) " McGugin	P	5.3 NE;RR 15 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC)Colby	P	1.8 N;hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf. Use caution.
" Murray	L	0.8 N;hwy W	3125	1	22-S1	F1	P-line S.Ruf.Hazardous-erosion center of strip.Use strip.
Coldwater, Stark	L	0.7 NE;RR SE	2100	1	27		P-line NE.Use strip,Cattle on fld.
Collyer, Scherr	L	1.7 E;RR N	2563	4	25-(S1)		S,SE,SW blkd.Cattle on fld.
Columbus	L	1.2 SW;RR E	900	2	21-S5	F1	NE blkd;hedge S. Soft when wet.
(PC)Concordia	P	1.7 S;hwy W	1474	3	36-S1	F2	Erosion edges of strips.Use strips.
" Blosser	L	1 S;hwy W	1475	1	18		P-line E. Caution-ruf.
(PC)Cottonwood Falls,Chase Co.	L	0.5 SSW	1264	1	26		P-line N.
Council Grove	L	4.5 WNW;lk S,W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd;p-line S,SE.
(P)DODGE CITY	P	3 ENE;RR SE	2594	4	h46-BL2,4-S5-U-W	F4	Use rnwys.
" Ford County	L	6 WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W Rnwy.
" Wilroads Gardens	P	6.3 ESE;RR S	2440	1	22-S5	F2	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N,W.Use strips.Caution-holes N/S Strip.
(PC)Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6 SE;hwy W	1360	4	25-L4-S5	F3	E,S blkd;P-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5 NW;hwy, RRS	1790	2	26-S5	F2	Caution-Oil Well 58'E of N/S Strip. Use rnwys, N blkd.
Ellsworth	L	1 N;hwy S	1611	2	24		
Elmo, Brewer		1.5 WSW;RR N					ABANDONED
(P)Emporia, 37, AMA-MKC	P	5.4 S;hwy E	1204	3	h21-BL4-W	F3	4000'avail N& strip.Use center of strips-
Eureka	L	2.7 E;hwy S	1100	1	26		S blkd. dry;paved rnwy-wet
Fall River	L	3.9 NW;dam NNE	1035	1	20		S blkd.Rolling.
Florence, Clothier	L	5.8 SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5 SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3 NNW;hwy E	880	2	26		
Garden City	P	3.3 E;hwy S	2842	3	44-S5	F3	Use strips.Caution when wet.
(P) " NEW GARDEN CITY	P	8.5 ESE;RR SW	2895	4	h65-BL4-W	F3	Use rnwys.Only Rnwy 17-35 usable ngts.
(PC)Gardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd.Use strips.
(PC)Garnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times.Intsxns ruf.SSW blkd.
Glasco, Hurley's		2.4 SE					ABANDONED.
(P)Goodland	P	2 NNE	3653	4	37-BL4-S5-W	F3	
(PC)GREAT BEND	P	5 WSW;hwy SE	1891	3	h80-BL4-U	F3	Use rnwys.
Greensburg	P	1 E;RR N	2230	3	28-L4-S1	F2	N,NNE blkd.Use strips.
(PC)Harper	L	1.3 WSW;hwys E	1429	3	22-(S1)	(F1)	P-line N.Ditches end of strips. Soft when wet. Use strips.
Hays	P	1.5 E;RR S	2021	AW	29-B*L2-S1	F2	
(PC)Herington	L	8 ENE;RR 3 N	1485	3	h67		Closed civil acft. Rgt tfc NW.
(PC) " Soo		1.5 SE;hwy N					Perm. Closed
(PC)Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf.Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC)Hillsboro	L	0.7 SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Hoisington		1.3 NE;hwy S					ABANDONED.
Holyrood	L	0.5 ESE;RR N	1820	1	17		P-line N.Shoulders ruf.
(PC)Horton	L	1.2 NNW;hwy E	1134	2	22	(F1)	
Hoxie	L	0.8 N;hwyS	2665	3	28		S blkd;p-lines NW,SW.
" Hedge	L	1.8 NW;hwy S,E	2780	2	19		Caution-erosion-ditch center E/W Strip.Ruf.
Hugoton, HAP	L	1.5 SW;hwy N	3120	4	26		N blkd;p-line NE;hill SW.Use strips.
(P)HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4,6-S5-W	F4	Use rnwys
" Mills	L	4.4 S;RR W	1533	1	25-(S1)	(F1)	
(PC) Independence	P	6 SW;RR E	820	4	h55-BL4-S1	F4	
(PC) " Montgomery County #1	L	9.5 NW;hwy W	918	1	35		Use with caution.Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution.Ruf.
(PC)Ingalls	L	6.8 NW;riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet.Use strips.
(PC)Jetmore	L	7.2 S;hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW;hwy NW	3330	3	28-(S5)	F2	P-lines N, S, NE.
(PC)Junction City	P	0.8 NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE,SW.Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Kanorado, Winter	P	0.6 SE;RRN	3910	1	27-S5	F2	P-line N. Use strip
(AF)KANSAS CITY, Fairfax	P	3 NE;riv N,E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys.Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5 NNW;RR E	1606	4	27		Unattended
(PC)Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5 WNW;hwy S	1375	1	20		Cattle on fld.Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd;p-line S.Ruf.
LaCygne	L	0.7 S;riv NW	825	2	29	(F1)	HAZARDOUS. N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use Strip.
Larned	P	1.6 NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S Strip;soft when wet.
Lawrence	P	2.5 NNE;hwy S	832	3	32-*L2-S5-U	F3	P-line W.Use strips.
(PC)Lenora	L	1.2 NNW;crk NE	2260	2	24	(F1)	Ruf.
Leoti	L	1.5 ESE;hwy N	3300	2	24-S1	F1	P-line NE,NW. Cattle on fld.
(PC)Liberal	P	2.5 WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	L	1.5 NW;RR S	1412	2	27-*L4		NE,NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N;windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC)MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F4	Use rnwy, strip.Ditch SE end NW/SE rnwy. Ctn-Danger Area WNW arpt. NWend ext1050'
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	/sod. W blkd.Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	86-S1	F1	Windmill NE;dike W end E/W Strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE Strips soft when wet,E,NE,S,NW blkd;p-line SE,SW.
(PC)Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE,NNW.
(PC) McPherson	P	1.5 SW;hwy adj	1493	2	h23-L4-S5	F3	P-line N,E. Shoulders soft-wet.
Meade	L	1 W;RR,hwy N	2528	2	26-B*L4		P-line N.Use strips.Caution when wet.
Medicine Lodge	L	21 SE; RR S	1520	1	34		Ctn-gopher holes. Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters.N,S blkd.
Moline, Elk County	L	2.3 ENE;hwy SW	1050	3	31		SW blkd.Cattle on fld.
(PC)Neodesha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	23-S5	F1	
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf.Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips.P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-BL4-S5	F2	SE blkd.Ctn-60' poles adj S.Use strips.
Olathe-City	L	5 ESE;hwy W	1090	3	h17		P-line NW.Lgt acft only.Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N,S blkd.Use strips.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32		INACTIVE.
Osborne	L	0.8 ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW.Soft when wet.
(PC)Ottawa	P	5.3 S;hwy W	975	3	h24-S5	F2	Use N/S Rnwy. Ruf.
" Conard	P	3.8 NNE;hwy W	946	2	28-S3	F2	N, W blkd.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd.Use strips.Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Ctn-eroded S edge 600' S end NE/SW strip. Use strips.
(PC)PITTSBURG-ATKINSON	P	2.5 NW;hwy E	948	3	h40-BL4-W	F1	Use rnwys.
Plains	L	0.3 NNE;hwy N	2755	3	30-*L4-(S1)	(F1)	P-lines NE,SE,S. Use strips.
(PC)Pratt	P	4.5 N;hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie, Prairie Oak	L	1 NNE;RR NW	1573	2	25-(S1)	(F1)	E blkd;p-lines N,W.Use strips.
Protection	L	0.7 SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E,W.
Rexford, Dible	L	0.5 W;RR NW	2900	2	24	(F1)	N,W blkd;p-line E.Ruf-obstns-dangerous.
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N,NE,E,SE,NW.Cattle-fld.
(P)Russell	P	2.7 ESE;hwy NE	1863	3	h26-BL4-S5-W	F3	NE, SW blkd. Rnwy 17-35 perm clsd.
(PC)Sabetha	L	1.4 E;RR NW	1290	2	22		Ruf.Use strips.
St. Francis	P	1 S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P)SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW.Use strips, rnwy only.
Satanta	L	1.2 N;RR SE	2970	2	26-(S1)	(F1)	Closed.
Scott City	P	1.3 ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200' strip avail. W,SW blkd; p-lines N,NE,Ruf. Use strips.
Sedan, Walter's	P	2.7 SSE;hwy S,W	940	1	17-S3	F2	
Seneca	L	0.5 W;RR S	1180	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5 W; hwy N	1889	4	26-L3,4-S5-U	F2	P-line N,NE. Lgts avail. sundown-0200.
Stanley, State Line	SEE: Kansas City, Mo., State Line Arpt.						Use strips. Ruf.
Sublette	L	1 NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE,SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F2	SW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	26-*L2-S5	F2	N,SW blkd.Ctn-N/S Strip-ditch.Soft-wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	BridgeSE,SWend rnwy22 rstd 15,000 lbs max
Toronto	L	1.1 NE;RR E	965	4	24		SW,W blkd;p-line NW.Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Ulysses	P	1.3 NNW;hwy E	3070	3	30-S5	F2	S. blkd; Fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
(PC) Washington	L	0.9 E;hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
← WICHITA	P	6.2 WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.
" Beech	L	6 E;hwy S	1375	3	h51		Factory use only.P-line N.Night landings prohibited.
← " Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr for tfc instructions. 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5-U	F2	P-line N,SW. Use strips.
" Rawdon	P	5.7 E	1396	1	25-S1	F3	P-line S. Rgt tfc N.W. Use strip.
" Riverside	P	5 NNW;hwy S,W					ABANDONED.
" Westport	L	4.5 SW;RR N	1290	1	26		N blkd.No storage.Cattle fld.Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd.Ruf. Caution when wet.
(PC) Winfield, Strother	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S,SE,NW/SE strip ruf.Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd.Use strip.Caution when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line,rolling,ruf.
Great Bend-Darr	L	1 W	1890	2	32-U		Soft when wet. P-line S.
Minneapolis-Horner	L	2 NW	1265	2	26		Unattended.
KENTUCKY							
(PC) Ashland-Boyd County	P	7.5 NW;RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr.prior req thru Huntington rdb.
Bardstown, Nelson County	L	4.1 W;hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5 SSE;hwy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
(P) COVINGTON Greater Cincinnati		SEE: Cincinnati, Ohio, Grtr Cincinnati Arpt.					
← Danville, Goodall	P	4.2 S;RR 1 W	1030	1	24-S5	F2	N blkd. Ctn - trees in apchs.
David, Permele		0.9 N;RR E					ABANDONED.
Eminence, Giltner	L	4.5 SW;rd E	790	1	13		ABANDONED
Falmouth, Pendleton Co.		0.9 SSW;riv E,S					ABANDONED.
Frankfort, Capital City	P	1 SW	788	1	h40-BL4-S3	F3	Use rnwys.
Frankfort, Cedar Hill		4.4 NE;hwy W					ABANDONED.
(PC) Georgetown, Marshall	P	1.5 S;hwy E	910	1	18	(F2)	Unattended
Gilbertsville, Ky. Dam. State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E,W landings use rnwy.
← Golden Pond, Ken Lake	L	4.4 W;lk W	388	1	22		Hills N,S,E. Caution when wet.
← Harlan	L	5.3 NE;riv S	1230	1	21-S1	(F2)	E blkd.Mtns each side of strip.
Harrodsburg, McAfee	L	5.9 N;hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling. Unattended.
Hartford		0.3 S bet RR,hwy					ABANDONED.
←(PC) Hazard	L	2.5 NNW;riv N,W	861	1	21	(F1)	S blkd.Mtn sur fld. Unattended
Hodgenville, Evergreen		3.9 SW;riv NW					ABANDONED.
← Hopkinsville-Christian Co	L	1 E	510	1	18	F2	CLOSED - seeded. Unattended.
" Garnett		5.5 SSE;RR 1.8 W					ABANDONED.
(P) LEXINGTON, Blue Grass	P	6 W;hwy N	978	3	h50-BL4-S5-W	F4	
← London	P	3 SSE;hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL2,4--S5	F4	WSW blkd; p-line S.
(NG) " STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,5,7-S3-W	F4	2-way rdo rord. FEE.
← Madisonville	L	6 ENE;RR S	420	2	h25-(S3)	(F1)	
← " Athey	P	1 NE;hwy's S,W	500	1	24-S3	F1	
Manchester, Sky		2.7 SE;hwy NE					ABANDONED
Marion-Jaycee		3.5 S;hwy E					ABANDONED.
(PC) Mayfield-Graves Co.	L	3.6 ENE;hwy S	580	1	h33		Unattended. Use rnwy.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E,Levee W.Use rnwys.
Milford	L	0.5 SE;riv S,W	500	1	14		Ruf. Hill SSE.
Monterey, Karsner	L	2 SE;hwy W	540	1	20-S1	F1	NNW,SSE blkd.
← Morehead	L	6 WSW;RR N	610	1	20		300' S W end ruf. Unattended
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W;RR 1N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	13-(S3)	(F1)	Caution-mtns sur fld.
Richmond, Port Richmond		4.6 E;hwy S					ABANDONED.
Sebree, Major		2.1 NE;riv E					ABANDONED.
Shelbyville, Shelby	L	2.9 E;hwy S	850	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S;hwy W	927	1	30-S5	F1	
← Stanton	P	1 E	650	1	31-S1	F1	

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KENTUCKY							
(PC) Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Liberty		2 NNW;hwy W					ABANDONED.
West Point	P	1.3 ENE;RR W	420	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
← Albany	L	6.0W;hwy S	1020	1	22		Ctn when wet-new turf. Circle Albany for service.
← Carrollton, Butler St. Park.	L	2SE;hwy,RR-W.	500	1	25		Strip open approx July 1. Caution - wet.
← Clementsville, Gulf Interstate	L	6 W; Liberty	1080	1	35		
← Midway-Green Meadows	L	3 SE; hwy N	900	1	22		Rolling
← Russell Springs	L	1 S hwy E	1080	1	20		Unattended
← Springfield	L	4 ESE; hwy N	810	1	19		
← Henderson	L	5.0WSW	385	1	20		P-lines along hwy in N apch.
LOUISIANA							
Abbeville	L	3E;hwy S	16	2	20-S3	91	
Alexandria	P	2.4 NW;hwy N	88	1	25-S3	F3	NE blkd.
" McArthur Drive	P	2 WSW;hwy E	97	1	26-S5	F1	
(PC) Bastrop, Morehouse Mem'l	P	2.5 SE;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE;RR SW	35	1	41		NW blkd.Cattle on fld.
" Downtown	P	3.5 E;hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only.
(P) " RYAN	P	5.5 N;riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC) Bogalusa	P	2 N;RR E	113	2	32-BL4-S5	F3	P-line E.
Bossier City, Rainbow	P	5 SE;riv W	167	1	32-S3	F1	
Bunkie, Haas	L	3 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4 W;hwy N	30	1	18		
" K. P.	L	2 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC) Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC) DeRidder, Beauregard Parish	P	3 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Ben prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd.Soft spots when wet.Land from and take-off to S.
Elton, Dolse	L	1.5 SW;hwy,RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W,NW.
Franklinton, Green	L	12 SSW;rd E	180	1	21		WSW end ruf.
Gilliam	L	1 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE;rd N	5	2	18		ENE, ESE, WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE;rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3 ENE;hwy S	40	3	h50-B*L-S5	F1	
Haynesville	L	0.9 N;hwy SW	300	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly	L	1.2 NW;hwy W	140	1	12		
Jackson, Holloway	L	5 SSW;hwy 2 S	90	1	26		P-line SW, Cattle on fld.
" Howell	L	2.5 ENE;rd W	260	1	26		Use strip.
(PC) Jeanerette	L	0.7 SE;RR NE	14	1	30		P-line NE.
(PC) Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan, Trahan Airstrip	L	6 W;hwy N	10	1	20		P-lines N,S.
(P) LAFAYETTE	P	2 SE;RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
" Bois De Lafayette	L	2.5 S;hwy E	39	3	20		P-lines N,S.
" Girard	P	2 NNW;hwy S	43	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur	L	0.5 ESE;hwy S	8	aw	16		NNW,SSW blkd.
" Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.3 E;riv E	110	1	18-S3	F1	
(PC) " Byerley	L	1.8 NW;lk S	106	2	35	(F3)	
Logansport, Averette	L	4.2 NNW;rd E	300	2	20		S blkd;p-line SSE.
Longville	L	0.5 SE;RR W	80	1	27		
(AF) Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8 SSW;hwy NNW	324	1	23		Caution when wet. Use strip.
(PC) Marksville	L	2.2 S;RR E	78	1	27		
Minden		1.5 W;hwy S					ABANDONED.
" Mun.		6 NNW;rd E					ABANDONED
Monroe, Mid-South Duster	L	6.8 S;hwy W	80	1	23		P-line W. Use strip.
(P) " SELMAN	P	5 E;RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root	L	6 SE;hwy NE	4	1	20		NNW blkd.
Morganza-Pte Coupee	L	0.1 S;RR E	35	3	20		Soft when wet.
(PC) Natchitoches, 20, NEW-MKC	P	2 SSW;hwy E	115	2	h41-BL4-S5	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
(PC) New Iberia, Iberia Parish	P	5 NW;hwy NE	28	2	h40-S5	F3	Use rnwy.
(NG) New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No ngt operns 5-23, 9-27.
" Callender			NOW MILITARY INSTALLATION				
(P) " MOISANT INTN'L	P	11 WNW;riv S	3	4	h70-BL4,67-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC) Opelousas, St. Landry Parish	P	2 NW;RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Memorial	P	2 WNW;bayou NW	9	3	45-S5	F3	NE, W blkd.
(PC) Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1 WNW;RR S	77	1	15-S5	F1	No storage, Soft when wet.
(PC) Rayne	L	1 NW;RRS	29	2	18		
" Hains	L	4 SSW;rd E	20	1	26		P-line N.
(PC) Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
" Garland	L	7.6 W;hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE;rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW;rd N	155	1	21		P-line N.
(PC) Ruston	P	1 SE;RR N	317	3	h29-BL4-S5	F4	
St. Joseph, Castle	L	2 N;hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6.5 SW;RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) " -Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8 S;RR E	170	1	31-S5	F1	S end soft when wet.
" Riverside	P	2.5 ESE;riv E					ABANDONED
Slidell, Morrill		1.8 SSE;hwy N					ABANDONED
" Pravata	L	1.5 NW;hwy N	9	1	18		Use ctn, Ends of strips ruf, Cattle - fld.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	32-*L4-S3	F2	Bcn prior req
Thornwell, Lyon	L	2.9 NW;rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5 WNW;hwy S	40	1	16		
Vinton, Breaux	L	1 NNW;RR S	17	1	25		S blkd, Cattle on fld.
PC) Welsh	P	0.5 NW;RR S	19	2	31-*L4-S5	91	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution, Unattended, No storage
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May - Nov.
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
➸(PC) AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	3	h44-BL4-S5-U	F3	WNW blkd. Use rnwys.
(P) AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs & all acft winter mos.
(PC) BAR HARBOR	P	9 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper Jun-Sept.
(PC) Belfast	L	1 SW;hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6 WNW;riv W	120	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW;riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5 NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	
Brownville Jct., Prairie	L	4.5 N;rd jct SW	422	1	18		Use at own risk. W blkd. Ruf.
Brunswick		3.3 W;RR SE					ABANDONED
(PC) Caribou	P	1 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT OF ENTRY.
(PC) Deblois Flight Strip	L	2 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun
Dexter	L	3 ESE	48'	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S;riv W	290	1	14		
Eastport	L	1.5 WNW;hwy NE	67	2	h28		No Storage. Unsafe-holes, ruf, highbushes NW blkd; p-lines NE, SE, SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5 WNW;RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1 SW;RR, hwy W	470	2	18-S5	F1	NNW blkd.
(PC) Fort Kent	L	3.4 S;riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwy NE	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC) Greenville	P	2 ENE;pond E	1401	2	h30-S1-U	F3	Unattnd, winters. Repairs avail. on req.
Harrington, Cherryfield		2.6 WSW;RR N					ABANDONED
(P) HOULTON	P	2.5 E;RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 5-23 clsd winters wheel-equip acft.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Jackman, Newton	L	0.2 E;riv N	1170	1	22		CLOSED-LEGALLY.
Lewiston, College Road	L	2.2 NNE;riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2.8 SW;rd SE	85	1	12		DANGER-SHORT FLD. Soft when wet.
Mars Hill		0.7 NNW					ABANDONED
➸(P) Millinocket	L	1 SE	408	2	h50-BL4-W		Unattended. Use rnwys.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	N.S blkd.
Moose River, Sky Lodge	L	1 N;riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE,W	270	2	h40		Use rnwys.
Norway	L	1 N;RR S	387	1	15-S1	F2	Soft when wet. Use strip.
(P) Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F3	Ctn-edges of rnwys ruf. Use rnwys.
Peru, Linnell's	L	0.8 NW;RR,riv N	410	1	20		
Phillips, Pleasant Valley	L	2.9 NNW;riv N	670	1	41		Ctn-const 300' WSW end of strip.
" Raymond Farms		0.8 S;riv E					ABANDONED
(PC) Pittsfield	L	0.8 SSE;riv N,S	190	2	h40		SSE blkd, Skis winter.
(P) PORTLAND	P	2W;riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters.
(PC) Princeton	L	1.5 SSE	250	2	h40		Use rnwys, NW blkd.
(PC) Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC) ROCKLAND	P	3 SSE	49	3	h45-B*L4		
Rumford	L	2 SSE;riv NW	615	1	18		
(PC) Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on Rnwy 8-26.
Scarboro-Downs		2 W;hwy N					ABANDONED (DANGER-SHORT FLD). Use rnwys.
Seven Isl., Maine For Serv.	L	13.5 SE	1180	1	12		
Skowhegan	L	1 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1.8 SSW;RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE;riv E	350	4	22-S5	F1	Fld. surrounded by trees. W blkd.
Van Buren, Levesque	L	1 NW;riv NE	520	1	15		INACTIVE. Ruf, rolling.
(PC) WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5	F1	WSW blkd. Use rnwy 14-32 with ctn.
Winterport, Fernald	L	3 WNW;RR E	181	2	h40		Ruf.
York Beach		0.3 S					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stonington	L	1.2 NNW;hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd. Dec1-May1 annually-soft-wet.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W. P-line W.
Patten, Camerons	P	5 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
MARYLAND							
Aberdeen	P	0.8 SW;hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW;riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E;riv S	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S;RR W	146	3	h94-BL4,67-S5-W	F4	No Mtl Maint. 2-way rdo rqrd.
(NG,A)" Harbor	P	6 SE;riv SW	14	2	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0800. Use paved areas.
" Martin	L	10 E;plant W	18	4	h71-*L3		No public services
" Rutherford	P	8 WNW;rd W,N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW;RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd
Chestertown, Gill		1.5 NNE;RR W					ABANDONED
" Russell	P	8 WNW;bay W	25	1	32-U	F4	
Church Hill, Kennersley	L	3.2 W;crk W	45	1	h27		CLOSED.
Churchton, Deep Creek	P	1.6 ENE;bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E;hwy S	400	3	21	F1	P-line S. Rolling.
Clinton, Hyde	P	2 WSW;hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, etc
College Park	P	0.4 E;RR W	49	2	22-*L4-S5	F3	N, NW blkd. Washington rdo.
(PC) Crisfield	L	3 NNE;RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended.
Croom, Columbia	L	3 E;riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S;riv N,S	780	3	h58-BL4-S1-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S;riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.
Earleville, Fonda	L	4 NW;riv W,NW	55	1	26		CLOSED. NE, SW blkd. Rolling.
(PC) EASTON	P	2.2 N;RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE;RR NW	140	3	21-S3	F1	Clsd to hvy acft when wet. Rolling.
(PC) Frederick	P	1.8 E;riv N,E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S Rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs.
Glenburnie-Whipp		1 E;crk S					ABANDONED
(P) HAGERSTOWN	P	4.2 N;factory SE	704	2	h44-BL2,4-S3-W	F4	Use Rnwys. Weekends lgts avail sunset-2200.
Hollywood, Half Pone Point	L	3.5 E;riv E,ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Hyattsville, Queens Chapel		1.5 W;twrs NNW					ABANDONED
Laytonsville, Davis	P	2.3 N;hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8 WNW;twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW.
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ➸New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Rockville, Congressional	P	2 SSE; hwy E	400	2	33	F1	NE blkd. Rolling.
Salisbury, Delmarva	P	2.8 NE; RR S,W	45	1	20-S5-U	F1	
(P) " -WICOMICO COUNTY	P	3.3 ESE; hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8 SSW; hwy SW	10	1	20		SSW blkd. E/W Strip under const.
Showell, Midway		1.1 SE; hwy W,S					(ABANDONED).
Stevensville, Kentmorr	L	4.7 SSW; bay W	12	1	25		E blkd.
Westminster	P	2.6 N; hwy E	780	2	25-S3	F3	Rolling. P-line E.
Worton, Andelot	L	4 WNW; bay W	40	3	21		CLOSED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
MASSACHUSETTS							
Adams	L	1.3 SSE; RR W	1400	1	18		CLOSED.
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F2	Hi-tension line SE; p-line E, Ruf.
Barre, Hiller	P	4.7 SSW; riv NW	599	1	40-L4-S3-U	F3	
Bedford	SEE: Boston-Bedford						
Berkley, Myricks	L	3 E; RR SW	65	2	20		S blkd, Ruf.
Beverly	SEE: Boston, Beverly						
Billerica, Shawsheen Pines	L	2.7 E; riv W	110	2			ABANDONED.
←Bolton		2 W; RR S					ABANDONED.
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd.
" Beverly	P	17.5 NNE	108	3	h50-*L4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL6,7-S5-W	F4	Rgt tfc rnwy 9 optional apch from Squantum, 2-way rdo rqrd, FEE, Lndg or taxi lgts rqrd for ground operns ngts.
(PC) " NORWOOD	See: Norwood-Memorial Airport						
" Revere	P	5.5 NNE; twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S; hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dalton	L	1.2 ENE; RR S					ABANDONED.
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW; RR S	640	1	16-S3	F1	Ruf.
Easton, Ames	SEE: South Easton, Ames Arpt., Mass., under "NEW AIRPORTS".						
Edgartown	P	2 S; bay E	20	4	33-S1	F1	P-line NE, SE.
(PC) Fall River	P	4.3 NNE; RR N,W	192	2	h39-BL4-S5	F3	
Falmouth		2.2 NE; rd E,SE					(ABANDONED)
" Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
FITCHBURG	P	2.5 SE; riv S,SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC) Gardner	P	2 SW; hwy N	946	2	22-S5	F1	
Grafton		1.9 NW					(ABANDONED)
Great Barrington	P	2 W	726	3	27-S5-U	F3	ENE blkd; p-line SW.
Hanover, Clark	P	2.6 WSW; riv S	74	3	h23-S5	F1	N,NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW, Ruf.
(PC) HYANNIS, Barnstable	P	0.9 N; RR E	56	3	h41-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE; riv W	165	3	h40-BL4-S5-U-W	F4	Use rnwys.
Leicester	P	2 N	1140	2	h20	F1	Ruf.
Mansfield	P	2 SSE; RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E; riv SE	9	1	23-S1-U	F1	
Marstons Mills, Cape Cod	L	2.2 NNE; lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(P) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceiling less 1000' and/or visibility less than 3 mi.
(PC) NEW BEDFORD	P	2.5 NNW; RR S	79	2	h50-BL2458-S5-W	F4	
Newburyport, Plum Island	P	ESE; riv N	11	2	28-B-S5	F1	F-line NW. W blkd.
(PC) North Adams, Harriman	P	3 W; riv N	651	1	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE; lk NW	200	2	20-*L1-S5	F1	P-line SE, Ruf.
Northampton, Atwood	P	1.2 SSE; riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
" LaFleur	P	1.2 ENE; RR W	120	2	23-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC) ORANGE	P	1.5 SE; hwy SE	555	3	h50-S1	F1	
Palmer, Metropolitan	P	4.8 NRR E,SE	410	3	22-*L1-S5-U	F3	Hill NNW. Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW; hwy N	149	3	28-S1	F1	Use strips only.
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-S1-U	F2	
Revere	SEE: Boston, Revere Arpt.						
Seekonk, Providence		2.5 SSE					ABANDONED.
Southbridge	P	1.7 N; hwy E	700	2	26-S5	F1	
Springfield		2 NNE; riv N					ABANDONED.
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No sto. P-line SE.
Taunton, King	P	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE; riv E	90	1	18-S5	F2	Hwy tfc SSW apch. P-line S.
						F1	
← Turners Falls	P	1.8 ESE; riv NW	365	3	31-*L1	F1	SSW blkd.
(PC) VINEYARD HAVEN, Martha's Vineyard	SEE: Martha's Vineyard, Mass., under "NEW AIRPORTS".						
Wareham, Country Club	L	1.3 E; riv S	25	1	18		INACTIVE.
Westboro	P	1.9 WNW; RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9 SE; RR SW	650	2	20-S5	F3	P-line SW.
(NG) WESTFIELD, Barnes	P	3 NNE; hwy W	270	3	h70-BL4,6-S5-W	F4	
Williamstown, Fair View Farm	L	4 SW; hwy E	954	1	16		
(P) WORCESTER	P	3.5 W; hwy N	1009	3	h55-BL5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Spencer	L	3.5 NNE	1040	1	17		Ruf.
(PC) MARTHA'S VINEYARD	P	4.3 S; hwy E	80	3	h40-BL4-S5-U	F4	Antenna pole SE.
South Easton, Ames		1 N; RR, hwy W					ABANDONED
← Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
← Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
MICHIGAN							
Ada, Somerville	L	1 S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3 SW; RR N	800	2	34-*L4-S5-U	F3	WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E,SE blkd. P-line NW, Ruf.
(PC) Alma	P	1.3 NE; riv S,E	750	2	h25-BL4-S5-U	F2	3050' E/W Strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7 NNW; hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Collins	P	6.5 W; riv adj	689	3	h80-BL4-S3	F2	Bcn opers Oct-May.
" Scheidler		6.3 N; lk E					(ABANDONED)
Ann Arbor	P	4 S; RR E	835	3	32-BL2-S5	F4	Soft when wet.
" Washtenaw	P	2 W; hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW; hwy S,E	915	1	24		S blkd.
Atlanta	L	0.8 ESE; hwy N	875	3	22		Use strips. Ruf.
Au Gres	L	0.9 NNW; RR S	590	2	20		NW blkd. P-lines NE,SE,SW. Soft-wet. Use strips.
(PC) Bad Axe, Huron County Mem'l	L	1.2 SSE; RR W	763	3	25-S1	F1	strips.
Baldwin	L	1.3 SSE; hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use
Baraga	L	4 NW; hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N,S,W blkd. Ruf. Ctn-trees on strips.
Barryton	L	0.8 ESE; riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S; riv W	599	3	h26-S3	F3	3600 N/S Strip avail. Use rnwys.
Beaverton	L	0.8 SW; RR W	728	2	16		
Belding	L	2.1 W; hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE; RR W,S	614	3	26	F1	NW,SE blkd; p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross	P	1.5 NNE; hwy S	642	4	h37-BL4-S5-U	F3	Embank all apchs. Use rnwys.
Big Beaver	P	0.8 E; hwy W	650	2	24	F1	Ditch SW. Use strip N blkd
Big Rapids	P	1.5 NW; RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-S1	F3	N,NE,S blkd. FEE.
Blaney Park	P	0.5 NW; lk N	710	aw	22	F1	Road crosses NNW/SSE Strip at S end.
Blissfield, Betz	L	2 NNW; riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	22-S1	F1	Twr SW. Use strips. Strips plowed-winters
Breedsville, Bangor	L	0.6 WNW; RR E	654	2	18		INACTIVE. N,S blkd. Ruf. Soft - wet.
Brevort	L	1 NW; hwy S	740	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	L	3 N; hwy E,W	1020	1	19		CLOSED. Rolling.
Brooklyn-Memorial		4.9 SE; lk S					ABANDONED
← Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
(P) Cadillac	P	2.5 NW; hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	L	2.8 SW; riv SE	700	4	23-S1	F1	S,SE,NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, ant sur fld. Use strips.
Charlotte, Beach	P	1.8 ENE, RR NW	880	2	24-S5	F1	P-lines NW. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Cheboygan	L	0.5 ENE;riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-L4-S1	F2	W blkd;P-line E,S. Lgts to 0400.
Clare	P	1 NE;riv SW	840	4	26-S5	F2	P-lines S,W,SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	39-L4-S3	F2	
" Legg		1.2 NW;hwy S					ABANDONED
Comstock Park, Grand River	L	0.3 SE;RR W	625	1	20		CLOSED
Croswell-City	L	1 W;riv E	732	2	25		ESE,S,N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE;lk F	1390	3	30-(S1)	(F1)	P-lines SW,WSW.
Davison, Seely's	L	4 WSW;RR I N	780	1	18		ABANDONED
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24		E blkd.
Detroit, Burns		8.5 WSW;RR N					ABANDONED
(PC)DETROIT-CITY	P	5.5 NE	626	4	h46-BL2,3-S5-W	F4	W blkd. Rdo rcvr rqrd. Code bcn. ARPT OF ENTRY.
(NG) " -WAYNE MAJOR	P	16.9 WSW City Hall	639	4	h79-BL4,6-S5-W	F4	2-way rdo rqrd:ARPT of ENTRY
" Hance		12.3 SSE					ABANDONED.
(AF) " WILLOW RUN	P	22 WSW;riv I S	716	6	h73-BL2,3&7-S5-W	F4	FEE,2-way rdo rqrd.
Douglas, Saugatuck, Douglas		1.8 S;hwy W					ABANDONED.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31	F3	S,SW blkd. P-line NE. Minor eng rprs only
Drummond-Island	L	0.5 S;bay I N	630	2	25-(S1)	(F1)	ENE blkd, Rolling.
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd, P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N;RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E,W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S, 400' W end E/W Strip soft-wet.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip. Use strips.
(PC)Empire	L	3.2 SE;hwy I N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2	24		P-line SW.
Farmington, Krist-Port		3.8 N;rds E, N					ABANDONED
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E, S, W blkd. Ctn-loose sand.
← Flat Rock, Nan-Bar	L	1 ENE;RR N	596	1	26-S5-U	F2	P-line E,NE,Rgt tfc W,S W,Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE. NW/SE strip clsd
Flushing, Dalton's	P	2.2 E;riv SW	735	2	26-S5	F1	N blkd. winters.
Fostoria, Forrest	L	3.4 S;riv I SE	830	1	22		ABANDONED
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends, N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE. ESE. SSW. WNW. Ctn on NNE/SSW strip when wet.
Fraser, Joy		1 SE;RR W					ABANDONED
" McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N,SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring.
(PC) Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Galesburg, Aviation Country Club		1.8 WSW;lk S					(ABANDONED)
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E,SE,W,NW blkd;p-line NE. 3300' N/S strip lgtd dusk-2400 other req. Skis winter.
← Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling. rnwy,strip.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S,W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS & Kent County	P	3.5 S;RR NE	692	6	h57-BL2&6-S1-W	F4	NE,E,SE,SW,W blkd. Ant. NW.
Grant	L	1.8 ENE;RR E	820	3	27-(S1)	(F1)	SE blkd.
← Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
" Masons	L	11.5 ESE;hwy S	1000	3	39		CLOSED
Greenville	L	2.5 S;RR I E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	P	1.4 S;lk W	626	aw	34-S3	F1	S blkd;p-line N. Not maintd winters.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E,W blkd. Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE,SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd;p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3 NNW;hwy E	1100	3	33		INACTIVE. E,S,W,SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2 SSE;hwy I.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hartford		1 NNW;RR SW					(ABANDONED)
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F1	P-line NE;hill W.
Hessel	L	2 N;hwy W	760	2	28		strips.
Hillman	L	2.4 NW	995	2	23		S blkd;woods N,W 300' overrun ext N. Use
Hillsdale	L	1.6 NW;RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW;bay I S	612	3	27-*L4-S1	F1	N blkd;p-line NE,SE.
(P)HOUGHTON County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No stg
" -Sands	L	2 ESE;RR SW	605	2	50		Unattended.
Houghton Hgts, Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N;pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River, Campbell	L	0.8SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E,W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW,W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W;dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ishpeming-Dexter	L	7 W;RR N					ABANDONED
Ithaca, Johnson's	L	1 ENE;RR S	750	1	23		Use strip. Soft when wet. gross wt. P-line S. Use rnwys.
(P) JACKSON, Reynolds	P	2.5 W NW;RR S	1000	4	h43-RL4-S5-W	F1	Rnwys 9-27, 18-36 rstd 12,500 lbs.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd, Anten, NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F3	P-lines W,SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 W NW;RR SE	1020	2	26		N,E,W blkd,Ruf.
Lake City, Homes Acres	P	2 ESE;RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW, Ctn-oil derricks.
← L'Anse, Muzzy's Lodge	L	2.3 SSE;RR E	966	3	23		P-line NE,SE. Soft-Skis-wint. Lgt acft only.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd;p-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW;RR S	859	3	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 rstd DC3 acft and
Lapeer	L	2.4 ENE;lk W	830	4	34		P-line N. Use strips. Soft-wet is smaller,
Laurium	L	0.5 SE;RR NE	1200	3	26-(S1)	(F1)	SW, NW blkd;p-line W. Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE,ESE,WSW,W,WNW blkd;p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd;p-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Litchfield, Lamm		2 N					ABANDONED
Loretto, Norway Township	L	2.4 S;RR I.5 N	860	2	21		ABANDONED
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE;twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	P	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mackinaw City	L	4.1 S;RR W					ABANDONED
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S Strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/S Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RRS	678	2	30		SW blkd;p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd, Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE, SE, NW blkd. Ruf.
Marion, Hi Point		3.5 W;riv SE					ABANDONED
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd, Rolling. Use strips. acft.
Marquette-County	L	8.0 W;hwy S,	1415	2	27		Not maintained winters. Clsd to wheel.
(AF) " SAWYER	P	14 S;RR W	1181	1	h73-BL4-S3-U-W	F3	Use rnwy.
Marshall, Brooks	P	1.3 S;hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW;RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N. sto, fuel Sun.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N. Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC Monroe, Custer	P	2.5 W NW;hwy S	614	1	h26-BL4-S5-U	F3	
" Navarre		2.8 NE;RR W					ABANDONED
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	5.5 S;lk N	628	4	h50-BL2,6-S5-W	F4	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
" Northside	L	5.4 NNE	650	3	32		CLOSED
Napoleon, Maule	P	0.8NW;bet RR,hwy	972	3	29-S5	F1	N,NW,S blkd;p-line W. Use strips. Trees SE.
Newaygo	L	0.8SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2 NW;rd S	600	2	18		N,S,NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
New Hudson, Knapp	L	0.5 SW;RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2 S;lk SE	588	2	29-L1-S1	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE;bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
Ontonagon, Schuster	L	1.3 SE;rd N	687	2	21		CLOSED. NNW blkd.
(PC)Owosso-City	P	2 E;riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-BL2-S3-W	F4	First 500' E end E/W Rnwy clsd;also clsd ngts. Use rnwys, strips.
Petersburg, Ensign	L	1.8 ESE;RR 1 W	680	2	26	(F1)	E,S blkd. Ctn-sand-erosions.
Petoskey, Northgate		1.2 SE;crk SW					(ABANDONED).
Pinconning Sportsmen's	L	1.7 ESE;bay E	592	3	28		strip under water. NE blkd. Ctn-Oil drilling NW,E end NE/SW

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		MICHIGAN					
Plainwell, McKay		1.5 W;riv N					ABANDONED
" Otsego-Plainwell	L	1.5 N;riv NW.	727	2	26		INACTIVE, E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE;RR E	700	4	25-*L-S5	F3	NW blkd; p-lines NE.
" Triangle	P	1.5 ESE;lk N	700				ABANDONED
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL2,3-S5-U	F4	UNICOM opers 0700-2200;other hrs on req, 3000'strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N,E	585	3	27-S5	F1	NE,SSE,SW blkd;hill N Ant. NW. Ruf.
(PC) " St. Clair County	P	5.4 SW;hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N;riv N	1150	3	25-S1	F1	N,SW blkd. Use strips
Quinnesec, Northland	P	1.8 ESE;RR N					(ABANDONED).
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rexton	L	1.9 WSW;RR N	850	2	22		N,E, W blkd, Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE;lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru Oct.
Romeo	P	2 E;lk E	730	2	33-S3	F1	S blkd;p-line N.Soft when wet.
" Kuntsman	L	4.9 SE;dam NE	680	2	26		INACTIVE,N,S blkd.Soft-wet.
Roscommon	L	2.5 SE;RR NE	1100	2	42		E, W blkd. /Bcn on req
Saginaw	P	4.5 E;RRS,N	601	3	33-B-S3	F3	E, NW blkd;p-line SE. Use strips.
" Barry	L	3 WSW;riv S					(REPORTED ABANDONED)
" -Skyhaven	L	2.5 N;riv 1.5 E					(ABANDONED).
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N,ESE blkd. Ruf. Ctn-hole at strips intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S3	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
St. Johns	L	2.7 SW;RR N	760				(CLOSED-CONSTRUCTION).
Saline	P	1.8 SSW;hwy NW	820	2	19-*L-S1	F1	CLOSED
Sandusky, Williams	L	5.5 S;hwy E	780	1	16		/rnwy only
Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips.Winter-E/W Bcn. 1 hr prior req.
(AF) " -KINROSS		Airport now Army Installation					
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/w Strip low. Soft when wet.
(PC)Sebewaing	L	0.7 W;riv N	584	2	18-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW,SW,SE blkd.
(PC)South Haven	P	4 S;RR W	663	4	h24-BL4-S1-U	F1	N,E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW,W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE;RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h26-L	F3	P-lines E,S.
Tawas City	L	1 WSW;rd S	595	3	22		INACTIVE SE blkd;p-lines S,SW.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.
Thompson, Al-O-Ray	L	0.6 W;hwy S	650	2	16		NE,SE,SW blkd;p-line NW.
Thompsonville	L	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5	F2	W blkd;p-lines N,S.
Topaz, Big Bear	L	2.2 S	1306	2	26		E,S,W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Utica, Wings	P	2.8 SSW;RR 1 E					ABANDONED.
Vassar, Welsh	P	4.3 ESE;RR 1,5N	710	2	21-S5	F1	NE,SE,NW blkd.
Warren	P	1.6 W NW	625	2	23-S5	F1	N,W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE, P-lines NW,SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED
Wayland	L	1.5 N;hwy W	740	2	20		P-line W.Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage,Use strips, P-line NE.
Wellston, Manapine		2.5 NE;riv N					ABANDONED
West Branch	L	0.7 ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5 ENE;riv NE	950	3	34		W blkd,E/W Strip rolling,ruf,Use strips.
" Ogemaw		6 SE;RR W					ABANDONED.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE;p-line SW
Wildwood, Pet-O-Se-Ga		1.8 NW;lk NW					ABANDONED
Wixon, Spencer	L	0.8 W;RR N	940	1	19		S blkd;p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv 1 NE	738	4	23-*L4	F1	E blkd;p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Rapid River, Del's	L	0.3 N;riv E	590	1	15		end N/S Strip,Knoll N,NE.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N
Tecumseh (new)	L	4 NE	793	2	33		
Montague, Ottiger	L	3 N	700	3	28	F1	Trees N,E,S,P-line W. Attnd evenings & wk-ends.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		MICHIGAN					
Reed City, Miller	P	0.5 N	1040	1	25-U	F2	Unicom 0800-1700
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
		MINNESOTA					
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7 ENE;riv W	1204	1	24		Use strip.
(PC) Albert Lea	P	2.3 N;hwy E	1244	2	h38-S5	F1	
(P)ALEXANDRIA	P	2 SW;lk NW	1425	4	h57-BL4-W	F4	P-line NE.
Anoka	P	1.2 SE;riv 1 SW	896	3	38	F3	Ruf. Use N/S strip Rgt tfc S,W,SW
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S,SE,SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F3	NE/SW Strip soft.
Backus	P	0.6 NE;hwy E	1335	1	26-S1	F1	
(PC)Baudette	P	0.8 NW;riv NE	1063	3	20-S5	F1	ARPT OF ENTRY.
(P)BEMIDJI	P	3.8 NW;hwy S	1395	4	h57-BL4-S3-W	F4	
" -Port-O-Wilds	P	9.4 NNE;hwy SE	1350	2	21-B-(S5)	F1	NE,NW blkd. Use strips.
(PC)Big Falls	L	2.5 NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N;lk E	1346	1	25		
Blooming Prairie		1.5 N;hwy W					(ABANDONED)
(PC)Blue Earth	L	3 S;RR E	1102	3	23		
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F3	Beacon oper prior req.
Cleveland, Lake Jefferson	P	4.7 SE;NE bay of lake	1000	1	20	F1	NE blkd.
Cloquet	L	2.5 WSW	1278	3	32	(F1)	
Coleraine	L	0.8 SSE;lk adj.	1405	1	22		CLOSED,Rolling.
Cook	L	2 S;RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30	F1	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W;RR N	1396	3	35-S1	F1	10' drop E end of strip.Use strips.
(PC)Dodge Center	L	1.2 SE;RR N	1299	2	23-U		/Overrun lgts.
(AF,NG)DULUTH	P	5.5 NNW;hwy 1S	1430	3	h90-BL4,6,7-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Ely	L	1.2 E;lk NW	1425	2	24		P-line SW,NW. Use ctn.
Erskine	L	2 ENE;lk S	1241	2	25		ENE blkd. Use strips.
(PC) Eveleth-Virginia	P	3.5 SE;lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E;hwy N	1161	2	h22- L-S5-U	F3	3000' strip avail.
(PC)Faribault	L	3 NW;lk 1 W	1052	2	h21-(S5)	(F2)	3275' strip avail.Use strips,rnwy only.
(PC)Fergus Falls	P	4.3 W;riv E	1185	3	h40-BL4-S5-U	F3	
Fosston	L	1.5 NW,RR SW	1270	2	23	(F1)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24	(F1)	Use strips.
(PC)Grand Marais-Devil Track	P	5.5 NNW;lk S	1658	1	26	F1	Attended summers.
(PC)Grand Rapids	P	2 SSE;riv NE	1302	3	32- L4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	4	30-B-S1-U	F2	Closed Nov. - April.
Greenbush	L	1.1 SSW;hwy NW	1070	2	26	(F1)	
Hallock	L	1.2 NNE;riv W	800	2	20	(F1)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F1	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Lake Bronson	P	0.5 NE	960	3	26	F1	P-lines S,W,NW.
LeSueur	L	1.5 S;riv W	850	2	24		Rolling.
(PC)Little Falls	L	1.8 ESE;hwy W	1118	2	30		Closed.
(PC)Littlefork	L	1.8 WNW;riv IE	1145	2	23		N/S Strip ruf.
Madison	P	1 S;hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W;RR S,E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE;riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	L	0.8 N;hwy W	1227	2	23		Use strips.
(PC)Minneapolis, Flying Cloud	P	13.8 SW;hwy S	909	2	h25-BL4-S5	F3	Use strip,rnwy.
(P) " -Crystal	P	9 NNW;RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
AF,NG) " -ST. PAUL INTN'L (Wold Chamberlain)	P	6.5 SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd.Rnwy 17-35 perm.clsd.
" University of Minnesota		11.5 NNE;hwy W					(ABANDONED)
" Victory		9 N;riv E					ABANDONED.
Montevideo	L	2.2 NNE;hwy W	1038	2	25	(F1)	Use strips.
Monticello	P	1.3 NNE;riv SSW	940	2	36-S5	F1	P-line S.Use strips.
(PC) Moose Lake	L	3.3 SW;lk W	1075	1	25	(F1)	
(PC)Mora	L	1.2 NE;lk N	1012	2	25		NW/SE Strip ruf,P-line SE.
Morris	L	3 SW	1134	4	31-S1	F1	P-lines N,NE. Use strips.
(PC)New Ulm	P	1.8 W;hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW;lk SW	1231	1	36-S3	F2	N blkd.Use strip.
Northome	L	2 NE;lk S	1427	2	20		
Onamia, Bay View		5 NE					ABANDONED.
Ortonville	L	1 ESE;hwy S	1095	2	24		
Oslo, Hoff	L	2.8 NE;riv W	800	2	20	(F1)	Use strips.
(PC)Owatonna	P	2.9 NW;hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.

F-fuel octane, ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Park Rapids	P	1.7 SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	L	1.8 NW;hwy NW	1370	2	25		Rolling.
Pine River	L	1 WN W;RR NE	1313	2	20	(F1)	
(PC)Pipestone	P	1 SE;RR E,W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300
← Plummer	P	3.5 SSE;RR E	1120	1	22	F1	
Red Lake Falls	L	3.5 NE;hwy W	1066	1	20		
(P)Redwood Falls	P	1.8 NE;riv1.5 NE	1022	2	22-B-S3-W	F2	22-B-S1-W
(P)ROCHESTER, Lobb Fld	P	1.7 SSE;RR W	1041	4	h45-L2,3,4-S5-W	F4	Code bcn. P-lines N,NE,SW
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERG ONLY). Very ruf.
Roseau	L	1.6 NW;riv E	1040	3	35		P-lines N,W.Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F1	P-lines N.W.
(PC)St.Cloud,Whitney Mem'l	P	1.5 NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
(NG)St. Paul, Holman	P	1.5 SE;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft.
" Lake Elmo	P	10.2 ENE;lk W	925	2	h23-*L4-S3	F2	
St. Peter	L	2.4 NNW;riv E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE;riv W	1253	2	28-S3	F1	
Sherburn	P	2 WNW;hwy S	1300	1	21-S3	F1	P-line SE.
Silver Lake	P	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	L	3.3 SSE;hwy W	1004	2	26		
(PC)South St. Paul	P	1.8 S;riv1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9 SW;hwy N	1073	2	22-S3	F1	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	F2	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F1	P-line NW,SE. Use strips.
Staples	L	1.5 NNW;RR SSW	1298	3	22		Use strips.
(PC)THIEF RIVER FALLS	P	3.6 S;riv W	1115	2	h39-BL4-S5	F1	Lgts prior req after 2400
Tofte, Gervais	L	1.2 NE;on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	1	26-S3	F1	P-line N. Use strips.
Tyler	L	1.4 NW;RR SW	1742	3	21	(F1)	P-line SW.
(PC)Wadena	P	1 E;RR NW	1350	4	32-S3	(F1)	P-line S,SE,NW
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F1)	
Wheaton	P	3 SW;crk N	1022	2	20-S1	F1	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC) WINONA	P	3.8 NW;riv N	656	3	h40-BL4-S5	F3	
(PC)Worthington	P	1.6 N;lk1.5 SSW	1572	4	31-S5	F2	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stephen	L	1 NE	830	1	22		
Red Wing	P	2.5 NE;hwy N	770	2	21-S3	F1	P-line N,Ruf,Rolling. No Storage. Maj eng rprs only.
White Bear Lake -Benson	P	2.5 N	950	1	20-S5	F1	Use strips.
Walker	L	5 NW;lk E	1364	1	26		
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
(PC) Minneapolis, Anoka Co.	P	12.5 NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
St. James	L	2.3 E;hwy S	1068	1	27		Ctn-wet.
Melrose-Riverside	L	1.2 NW;hwy&riv N	1215	1	34	(F1)	Gravel pit NW end.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
Howard Lake, Frank	L	2 SW	1050	2	15		P-line N of N/S strip.
Monterey, Tri-Mont	P	1 S	1250	2	24	F1	NE,SE,NW blkd. Use strips.
Litchfield	L	1 N	1116	1	28-S1		
Princeton Mun	L	1W;hwy N;RR E	983	1	23-L4-W	F1	
← Fertile	P	1.0 NNW	1137	1	24	F1	
Karlstad	L	1.1 W	1025	1	26-S1	F1	
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW;hwy E	239	3	30-(S1)	(F1)	W,NW blkd,p-line N. Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Ruf. Soft when wet. Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW;hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Baldwyn	L	0.5 E;rd S	380	2	14-(S1)		Soft-wet,E/W Strip ruf,Cattle-fld.
Belzoni, Turner	L	2 SW;hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Beulah, Dossett		0.5 SE;hwy W					ABANDONED
Biloxi, Rogers	P	4 NNE	46	1	27	F1	Rgt tfc N.
Brookhaven,	P	3 NE		1	30-S1		Soft when wet
Canton, Lutz		1.3 NNW;RR E					ABANDONED
(PC)Charleston, Paynes		7 SSW;rd 1 E					ABANDONED
(PC)CLARKSDALE,Fletcher	P	8NNE;hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland,Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd,P-line W Sides of strips soft-wet. Rnwy lgts on prior req after 2400
Columbia	L	3 NNE;rd W	110	1	26		
Corinth,7,MEM-TPA	P	5 WSW;hwy N	418	2	39-BL2		
Crosby		2.5 W;rd N					(ABANDONED)
" Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd,Ruf.
Egypt, Ball	L	1.8 S;hwy E	300	1	26-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5 ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No Storage. Soft-wet.
" Cypress	P	2.4 SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	L	4.3 E;hwy S	118	1	41		Irregularly attended. No serv to public
(")GREENWOOD MUNICIPAL	P	2.3 SW;RR E	129	3	h40-BL4-S3-W	F3	P-lines E,SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N;RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
" Glendale		5 NNW;hwy E					ABANDONED
(PC)Hazlehurst-Copiah County	L	1.8 E;hwy N	460	1	24		
" Kaywood Plantation	L	8.2 SW;rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16-34R clsd to hvy acft. Use rnwys.
" North Jackson		6 NE					(ABANDONED). Emergency only
Kosciusko	L	1 WSW;RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft on
(PC)LAUREL	P	3 SW;hwy SE	235	3	h50-BL4-S3	F3	
Leland, Checker	L	3.6 SSW;hwy E	118	1	16		Irregularly attended. P-line N.
" Lakeview		1.5 SE;lk E					ABANDONED
" Tate	L	1 NNE;hwy E	119	2	13		Ditches across E/W Strip-unusable. Soft when wet. P-lines SSE,NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE,N blkd.
Lucedale, Eubanks	L	4.6 NE;rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton,Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S,W. Rolling.
Madison, Campbell	P	1.6 SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5 E;RR,hwy S	425	1	20		INACTIVE
(P)McComb-Pike County,8C, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Lgt tfc SW.
(NG)MERIDIAN, Key	P	3 SW;RR N,E	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
" Downer	L	9 NNE;hwy E	480	1	h32		CLOSED. Cattle-fld.
Merigold	P	0.8 N;hwy W	142	1	16-S3	F1	Soft-wet.
Natchez,Air Park	P	2.5 NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-U	F3	
Newton, O'Keefe	L	1.5 ESE;rd N	363	2	22		INACTIVE
Nitta Yuma, Davis	P	0.5 SSE;RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	6 S;hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4	F1	Cattle on field.
Perthshire	L	0.4 S;hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3 NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwy E	75	1	22		P-line N,S.
Pickens, Presley's	L	1 NNE;RR E	230	5	23-(S5)	(F1)	W,NNW blkd;p-line N,NE,E,S.Cattle-fld.
Pontotoc, Spook		2 W;hwy N	440	2	13		(ABANDONED)
Quito, Kimbrough		0.4 WSW;hwy E					ABANDONED
(PC)Raymond, Williams	P	3.5 NNE;RR SE	244	3	h40-BL4-(S1)	(F1)	
Ripley	L	1.8 W;hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Scooba		0.5 NE;RR W					ABANDONED
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd, Ruf.
Starkville, Oktibbeha	P	8 ENE;hwy E	250	3	30-S3	F1	
Tunica, Mocarter	L	7.5 NNE;hwy W	210	1	19		INACTIVE
(PC)TUPELO	P	3 W;hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use runways.
Tutwiler, Strange	L	0.7 SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd,Soft when wet.
(PC)Union	L	1.6 NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Ltd 30,000 lbs for sing.wheel acft. Strips ruf. P-line SE, NW, SW.
Walls, Sanders		1.8 S;hwy NW					ABANDONED
Winona	L	1 SSE;RR W	370	1	27		Very ruf.
Winterville	P	0.5 W;hwy W	122	2	24-S3	F1	E blkd. Soft when wet.
(PC)Yazoo City, Barrier	P	2 N;RR E	110	2	32-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Columbus,Waterworks AF Aux		4 NE					(ABANDONED). Caution
(AF)Starkville	L	2.5 SW;RR NW	325				Ctn when wet. Use at own risk.
Bayst.Louis-Hancock Co.	L	2 W;hwy S	10	1	22		
Benoit,Speakes	L	2.5 S;riv NW	135	1	43		
Columbus, Lowndes County	P	3.2 SE;hwy W	186	1	h40-BL4-S1	F3	Max indg wt 15,000 lbs sing.wheel acft
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft-wet.
Lyman,Woodome	L	3.5 WNW	110	1	20		
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unatnd winters

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
← Bismarck-Memorial	L	1 SE;RR N	1038	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1W;hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5 NNW;hwy E	590	2	22-(S1)	(F1)	E blkd;p-lines W,SW. Use strips. Unusable when wet.
Bowling Green	L	2.3 NNW;hwy E	882	2	22	F1	S blkd.Use strips.
← Branson, Golf Ranch	L	3 OE	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		W blkd. Ctn when wet. Use strips.
Brookfield, Browne's	L	2 WSW;RR 1N	800	2	26		N blkd;p-line E. Use strips. Ctn-wet.
Brunswick, Elliott	L	4.3 NE;hwy W	700	1	12		Use strip.
Butler	P	2 N;RR W	870	1	26-W	F1	
(PC)Cabool-Memorial	L	0.8 NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf,erosion,ditches,golf course.
← Cameron		2 E;RR NW					ABANDONED.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, Soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5 SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S;hwy E	1083	2	h22-BL4-S5	F1	P-line S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4 SW;RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE;RR N	780	3	h25-BL2-S5	F3	4000' strip avail. 15' hill E apch
Clinton, Sportsman	P	2 NE;RR SE	800	2	33 *L1-S5	F2	P-lines N,S,NE,SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips. Use rnwys.
DeSoto, Cole	L	8 S;lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4 SSE;hwy N	315	2	h45-BL4-S5	F1	Rgt tfc to N,NE.Use rnwys. Use strips.
← Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-Line E.Rgt tfc NE/SW strip.
Elmo	L	0.4 S;RR W	950	1	21-(S1)	(F1)	NNW blkd,Cattle-fld,Use strips.
Farmington	P	1 ESE;hwy N,E	920	3	32-BL4-S5-W	F3	Rgt tfc N,E,SE.P-line E,N.Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE .Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	SSW blkd,Ruf,weeds,Use strips.
(PC)Gideon	L	1 SE;rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	P	3 WNW;channel W	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE;lk SE	810	1	22		Ctn-fence adj N,Rolling.Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips
Harrisonville, Mid West	L	3.4 S;hwy W	900	1	18	(F1)	Use strip. when wet
(PC)Hornersville	L	2 W;RR SE	270	2	h20		P-line N. 3500' N/S Strip avail.Use rnwy.
(PC)Houston-Memorial	L	0.8 NNW;hwy S	1210	1	24		Ctn-wet.Use strip.Stay between panels.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip. Usable width 65'
Independence	P	4.5 ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf.
(PC)Jefferson City-Memorial	P	1.3 NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail. P-line S.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h42-BL2-S5-U-W	F4	Use rnwys.
Kahoka, Montgomery	P	0.4 ENE;RR S	700	2	20-S1	F1	P-lines NNW and SSE. Use strips
(P)KANSAS CITY	P	5 NNW; riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd.Use rnwys. Take-off and lndgs prohibited on rnwy 17.
(AF) " Grandview		Arpt now Air Force installation.					
← " State Line	P	11.6 S;rd E	990	4	22-S5-U	F2	N,NE,NW,E blkd,Rolling.
← " Thirty First St.		4 E;RR E					ABANDONED
(PC)Kennett	P	1.3 ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	L	2 W;RR N	1050	2	h26		N blkd,Use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F1	E,NE,S blkd. W 1000' E/W Strip ruf.
Lexington	P	3 NW;hwy NE	690	4	30-S5	F2	S blkd;p-line W,NW,SW. Soft-wet.
Linn Creek-Grand Glaize Memorial		See: Osage Beach,Linn-Creek-Grand Glaize Memorial					
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school.Closed civil aircraft.
(PC)Marceline	L	1.3 N;hwy E	874	2	24		Use strips. N blkd.
(P)Marshall-Memorial	P	1.8 S;hwy E	777	2	30-B-S3	F3	Use strips.Soft-wet.E center N/S Strip ruf
Marshfield,Skyline		1 NE;hwy N					ABANDONED
(PC)Maryville-Memorial	P	2.2 WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE; RR W	980	1	24		P-line N. Use strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N&S Strip E end of fld clsd.W blkd, 2800'
Milan, Reece	L	2.6 ESE	850	2	19		Use strips,Rolling. /strip avail.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE,SE. Use rnwys.
Monett	L	1 NE;hwy S	1392	2	27-S1	F1	Use strips.
Neosho	L	2.5 SW;hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2 ENE;RR N	882	2	h25-*L4-S3-U	F1	N,W blkd. 3550' strip avail. E/W strip soft when wet.
New Florence, Boone's	L	1.7 SSE;hwy N					ABANDONED.
Noel, Kenwood		2.4 SW;hwy 1 N					(ABANDONED).
Owensville, Depperman	L	0.7 NNW;hwy S,E	960	3	27		NW,W blkd,Use strips,Soft-wet.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use rnwys.
(PC) Poplar Bluff, Fields Mem'l	P	4.3 E;hwy S	330	1	h40-BL4-S3	86	Use rnwys.
Portageville, Fuller	L	1.2 N;rd E	280	2	25-(S1)		E blkd,Ctn-ditch N,W.
Rockport, Luhrs	L	4.2 S;hwy W	900	1	16		Caution. Use strip
(PC)Rolla-Memorial	P	3.5 NE;hwy 3	1201	2	28-S5	F1	P-line S,W. Ruf. Soft-wet.Use strips.
St. Charles	P	4.7 N;hwy 1,9 ESE	470	3	30-L2-S5	81	Use strips.
" Kratz		See: St. Louis, Mo.,Surburban Arpt under "NEW AIRPORTS".					
St. Clair Mem'l	L	1.4 ENE	750	2	21		E,SE,W,NW blkd.Rolling.Steep grade W.
(NG)ST. JOSEPH, Rosecrans	P	4 WNW;riv SW	822	3	h60-BL2,4,5&6-S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8 NW;hwy W	568	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys avail.
" Southwest	P	12.5 SW;hwy S	450	3	25-S5	F1	Rgt tfc W,S,SW. Use strip.2900' E W strip
(N) " Smartt	L	22 NNW;hwy S	438	8	h20-S1	F1	Clsd transcient acft. Tests conducted.
" Parks Metropolitan	P	3.5 SSW E St. Louis, Ill.	413	3	h16-BL4-S5-U	F3	4000' strip avail Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5-U	F1	W blkd.Use gravel strip wet.Rgt tfc E,N
Sedalia	P	6.3 NW;RR S	824	2	30-S5	F2	P-line S,SW.N/S ruf.Use strips.
(PC)Sedalia Memorial	P	2.3 E; hyw S	908	2	h20-B	F2	Use rnwy only.Turf soft.
(PC)Seymour, Owen	P	3 NE;Orchard SE	1600	2	29-S3	F2	SSE blkd.Use strips.Rolling ruf. Land at own risk.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips
(PC)Slater-Memorial	L	0.8 WNW;hwy N	846	2	21		Unattended
(P)SPRINGFIELD	P	5.5 WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
← " Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy aircraft use strips only.Fence W.
" McFarland		4 SSE;hwy E					ABANDONED
Stanton, Meramec Cavern	L	0.5 SW;hwy E	875	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5 WNW;bayou N	258	2	h40		Use rnwys. Use strips.
(PC)Sullivan-Memorial	P	1.3 SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle.
(PC)Tarkio, Peterson	L	1.2 F;RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail.Soft when wet. Use rnwy, strip.
Taylor, Doc's		See: Doc's Arpk under Quincy, Illinois.					
Trenton, Embry		5 SSE;hwy E					(ABANDONED).
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips. Usable width 100'.
Versailles	L	1.7 ENE;RR N	1050	3	21		N,NE,SE,NW blkd. Use strips. Ruf, Perm discontd. rolling.
Vichy, 60, AMA-STL	P	1.5 NNW;hwy S					
Warrensburg, Sky Haven	P	3.7 WNW;hwy S	850	2	28-14-S1	F3	P-line S.
(PC)Waynesville-Memorial	P	0.7 F;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft-wet.Use gravel strip
W. Plains, Sky Haven	L	2.4 NW;RRE	1102	3	22-(S1)	(F1)	W blkd,Rolling.Golf rng E. Use strips.
(PC)Willow Springs-Memorial	L	0.6 F;hwy S	1252	2	25	(F1)	SSW blkd;p-line N.Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet. Rgt tfc pat.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling.Use strip
Stanberry, Enyart	L	1.2NNE;hwy W	1000	2	20		Cattle on fld.Soft when wet.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd.Use strip.
Passaic, Cushard	L	2 E;RR,hwy W	900	1	20		P-line SSW, Cattle on fld in fall. Use strip.
(PC)Osage Beach,Linn Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	Attended week-ends only.
(PC)Excelsior Springs Mem'l.	L	1.6 ESE;hwy N	998	1	h20		Use rnwy,Ctn when wet.
Buffalo	L	0.6 NE;hwy W	1120	1	19		Use strip.
Kirbyville, Big Bass Lodge	P	3 ESE	913	2	26	F1	
St. Louis, Starling Arpk	L	14 SSW,riv N	420	2	23	F1	P-line E edge. Trees W,SE.
Hayti,	L	1.5 SE;rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
St. Louis, Suburban	P	16 NW	442	2	32-S5	F3	P-line S.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
MONTANA							
Augusta	L	2.8 SSE;hwy W	4118	4	30		P-line W.
(PC)Baker	L	1.3 SE;lk N	2990	3	33-S1	F1	N blkd;p-line S,W,NW,dams E,SE
Basin Creek USFS	L	24 NE;Seeley Lk in crk bend	5000	1	21		CLOSED, Rolling.
Big Prairie USFS	L	25 NNE Seeley Lk;riv S	4650	1	29		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips
Big Timber, 13-A,HLN-MPS	P	2.5 SSW;hwy N	4493	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h86-BL3,4,6-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S,W	3500	4	29		NE, NNE blkd. Cattle on fld.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Black Bear USFS	L	39 NNE Seeley Lk;riv adj E S	4200	1	22		CLOSED.
Bozeman		0.9 N;RR N					ABANDONED
(P)BOZEMAN, Gallatin	P	6.5 NW;RR S	4461	4	h52-BL2,4-S5-W	F3	
Brady, Woods	P	23.5 E;rd S,E,W	3350	4	24-S5	F1	
Bridger	L	0.3 W;RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwy NW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6 W;RR N	2410	1	25	F1	No storage.
(PC)Choteau	P	1.2 NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3 E;RR,hwy N	2424	2	26		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W.Rgt tfc E.Ruf.
Condon USFS	L	19 E Ronan; riv S W	3690	1	27		
(PC)Conrad	P	1.2 W; rds N, S	3537	2	30-S1	F1	Caution when wet.
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet.Cattle-fld.P-line S,SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv 1 E	3900	2	h86-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Deer Lodge	L	1.5 W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	37-BL2-S3-W	F2	
Dixon	L	1.3 W;RR N	2510	1	25		Hill ENE.Soft when wet.
Drummond	P	4 SW;hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 F;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5 ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportsman's	P	1 NW;hwy E,S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7 NNW;rd N,E	2680	1	30		
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
(PC)Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark-2400
Fort Peck	L	1.6 W;hwy S	2295	3	33	(F1)	
Frazer	L	0.7 NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2 WNW;hwy N	5300	1	36-S1	F1	Hills ESE, Ruf.
Gates Park USFS	L	35.8 W Choteau;	5350	1	26		CLOSED.Rolling.ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY.
Gregson, Rainbow Skyport	L	1 N;RR F	3030	2	40		INACTIVE.ENE,WSW,NW blkd.Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	P-line S
Harlem	L	2.3 NNE;rd E	2560	3	24		Cattle-fld.Ctn-SW corner NW/SSE strip
(PC)Harlowton	P	1.5 NW;rd S,W	4214	3	29-BL2-S1	F3	
(PC)Havre-City-County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY.
(P)HELENA	P	1.9 ENE;hwy S,W	3882	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs single wheels. Rnwy 11-29 rstd 70,000 lbs dual wheels. Rgt tfc W, SW, NW.
" Herrin	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch.	L	2 SSE;crk 1 E	4420	1	20		Cattle on field.
Hinsdale	L	0.8 SSE;RR N	2180	1	21	(F1)	
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E;hwy W	2763	1	25-BL4	F1	ENE end soft when wet.Ruf.
Jackson, Hirschy	L	4.3 N;rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4 NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S,W	2096	1	27-S1	F1	
Livingston	L	1.7 E;riv 1 W	4666	2	40-W		CLOSED
" Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
Meadow Creek USFS	L	21 ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4--S5-W	F4	
(A)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
" Hale	P	2.3 SSW;hwy NW	3186	3	38-S5	F3	ABANDONED
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 F;RR S	2070	1	28		E, W blkd. Cattle on fld.
Ninemile USFS	L	3 E of Stark	3363	1	23		
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
(PC)Plains	P	1.3 NNW;RR NF	2460	2	29-BL4		
Plentywood	P	0.7 SE;RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW;riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, o N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	2	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW;rd N	5800	2	37-S3	F1	P-line SW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Richey	L	0.5 E;RR N	2490	1	20	(F1)	Ctn-gopher holes, Ruf, P-line W,
Richland		0.2 S;crk N					(ABANDONED).
(PC)Roundup	P	1.8 N;hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4		P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt; riv S	4855	1	24		Rolling.
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley Lake, Double Arrow		3.5 SE;Crk W					ABANDONED
" USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk;riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S,W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1 S;RR SW	2762	1	34-L4-W		Code bcn.
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	25-(S1)	(F1)	Ruf. Cattle on fld.
Terry	L	1 SSE;Canal N	2260	2	26		E blkd;p-line ESE.Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE,Rd N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B	F1	P-line S.Use rnways,Ditches,vegetation,
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes.
Turner	L	0.5 NNE	3040	2	28		
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
(PC)Valier	P	0.6 S;lk S,W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W, Cattle on fld.
(PC)W. Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheel acft winter mos.
Whitehall, 36A, SLC-GTF	P	6.7 SW;RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		W end E/W strip ruf. P-line E.
(PC)WOLF POINT	P	3 E;hwy N,E	1930	1	48-BL4-S5-W	F1	P-line NW.
" Anderson	P	0.8 NW;RR S	2040	1	25-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical alignment)							
West Yellowstone, Watkins Creek Ranch	L	13.8 NW;lk NE	6570	1	29		Lnd NW,tk-off SE.Dip 300' from NW end.
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		W blkd;p-lines E,SW.Ruf.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3069	1	34		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
Harlowton, Baxter	L	9 SSW;hwy W	4520	1	34		Use strip.
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW;RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4 NW	1807	1	12-*L14-S3	F1	DANGER-SHORT FLD. E blkd. Use strip
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5	87	Use rnwys.Lgts N/S Rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd.Soft-wet.Use strips.
Arnold		0.4 NE					(ABANDONED).
Auburn	P	2.7 E;riv SW	932	3	29-BL3-(S5)	F1	N,NE,NW blkd.Use strips.
Aurora, Edge	L	6.4 NW	1834	3	24		NE,NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2345	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet. use E/W strip.
(PC)Beatrice	P	2.5 N;hwy E	1318	4	h38-BL2-S5	F1	E,NE blkd. Use conc rnwy wint.Lgt acft
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N,SW,W,NW blkd.Use strips.Cattle-fld
Benkelman	L	1.2 NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	L	3 NNW;hwy W	1079	2	27-B*L4-(S5)	(F1)	Use strips.
(PC)Bloomfield	L	2 SW	1673	1	23		Soft when wet.
Brainard		5.5 SW					(ABANDONED)
Bridgeport, Beyers	P	3 NW;RR S	3693	3	29	F2	Clsd Oct. thru Apr.
Broken Bow	P	2 N	2530	3	30	F2	SE blkd.Use strips.
(PC)Bruning-State	P	7.7 E;hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd;p-line W.Use strips.
Central City, Silver T	L	4.8 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W;hwy S	3312	2	44-BL4-W	F1	Use strips.Soft-wet.
" O & N	L	0.5 NE;RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2 NNW;dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E;hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE.	1780	2	20-(S1)	(F1)	DANGEROUS -NE, S blkd; trees N.

F-fuel octane. -New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jan 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC) Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip avail.
(PC) Cozad	P	1 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC) Creighton	L	1.3 ENE	1625	2	24-B- (S1)	(F1)	Use strips.
(PC) Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC) Curtis	L	2 ENE; crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC) David City, 82A SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Decatur, Eagleton	L	1 S; hwy E					ABANDONED
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER SHORT FLD). W blkd. Use strip
(PC) Fairbury	P	3 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail, Ruf.
(PC) Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC) Fremont	P	1.4 WNW; hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2 N; hwy S E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd; p-lines S, SW, W, NW. Use strips, Ruf.
(PC) Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips.
(P) GRAND ISLAND	P	3.6 NE; RR 1W	1846	3	h72-BL4-S5-W	F4	Use rnwys.
" Roush	L	2 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
Grant, Pankonin	L	0.5 WNW	3400	2	25-*L		S blkd; p-lines N. Use strips.
(PC) Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC) Hartington	P	1.8 SE; RR, hwy W	1383	2	26	F1	Use strips.
(PC) Harvard-State	P	2.7 NNE; RR S	1817	3	h77-B		
(PC) Hastings	P	2.3 NW; RR 1S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf-soft-wet.
(PC) Hay Springs	L	0.4 SW; RR N	3831	1	28-BL4		Use strips.
(PC) Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC) Holdrege	P	2 ENE; RR S	2310	3	34-BL4-S5	F1	P-line SE. Use strips.
(PC) Humboldt	L	0.8 E; RR, riv S	993	2	21		P-line NE; ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P) Imperial, 17A, DEN-GRI	P	1 ESE; hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
Indianola, Kansas River District	L	1.8 N					ABANDONED.
(PC) Kearney	P	4.7 ENE; RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3 S; hwy E	4900	3	29-S1	F1	P-line N, NE. Use strips.
							Use strips. Ruf in spots.
(P) Lexington	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
(AF,N,NG) LINCOLN		Arpt now Air Force installation.					
" Arrow	P	4.8 NNE; hwy E	1160	2	23	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5-U-W	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6 WNW; RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
McCook Municipal	P	2 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip avail.
(PC) " - State	L	8.5 NNW	2784	3	h75-B		
(PC) Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC) Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1 W; RR adj	3220	2	h19-(S1)		Use rnwy.
Nebraska City, Grundman	P	1.1 SSW; hwys E	1060	1	22-S3	F1	Cattle on fld.
(PC) Neligh	L	1.5 SSW; hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC) NORFOLK, Stefan	P	3 SSW; RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P) N. PLATTE, Lee Bird	P	3.2 ESE; riv SW	2779	3	h66-BL4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Oakland, Dinklage		3.8 S; RR W					(ABANDONED).
Ogallala	P	2 W; hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
" Lake McConaughy State	L	10.5 NW; lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P) OMAHA	P	3.5 NE; riv E	982	6	h70-BL26-S5-W	F4	LRnwy 14R-32L rstd to under 10,000 lbs. Use Rnwys. Use strips.
" Clear Ridge	P	5.2 NW; RR N	1248	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW; hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N. Omaha	P	8 NNW; h wy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W
" S. Omaha	P	8.5 SSW; RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2 NW; hwy N	2100	4	35-BL4-S5	F1	P-lines SE, SW, S. Use strips.
(PC) Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Oshkosh, Buck	L	0.4 SW; hwy N	3400	1	27		E, SE blkd. Soft-wet.
Papillion, S. Omaha	See Omaha, South Omaha Arpt						
Paxton, Lierley	L	4.6 SSW	3220	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW; RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.5 NW; RR, hwy S	4387	2	22		(EMERG ONLY). Rut, use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5 SE; hwy adj SW					ABANDONED.
Red Cloud County Dam	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan	L	2 WSW; riv 1 S	1980	1	30		N blkd. Use strip.
(PC) Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
(PC) Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED
Scotia	L	1.6 W; riv E	1930	2	22	(F1)	N blkd.
(P) SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-W	F4	Use rnwys.
(PC) Scribner-State	P	3.7 SSE; RR 1 NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P) Sidney, 50D, SLC-OMA	P	3 S; hwy N	4300	3	h28-BL4-S5	F3	Soft-wet. 4800' strip avail.
Stapleton, Brosius	L	6 SSE	3000	2	29		
Stromsburg	L	1 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
Stuart-Atkinson	SEE: Atkinson, Stuart-Atkinson under New Airports						
(PC) Superior	L	2 N; hwy W	1720	2	31-*L1	F1	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE; riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 WNW; RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC) Trenton	P	1.2 NW; RR 1S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED)
(PC) Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW blkd; p-lines N, NE, S. Ruf, Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC) Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC) Wilber	L	1.3 WSW; hwy N	1368	2	23		P-line N.
Wisner	L	1 E; hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.
" Heller Air Ranch	P	5 SSW; rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC) York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC) Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Enders-Dam	L	1 SE; RR NE	3130	1	26		Embank, S. Ctn-wet.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
Wakefield, Bressler	L	0.6 SE; RR NE					ABANDONED.
(PC) Arthur	L	1.3 WSW; hwy S	3700	1	27		Hill W. Use extreme caution.
Valley	L	1.4 W NW	1145	1	22-(S1)	(F1)	
Hordville, Bankson	L	1.5 W	1900	1	17		
Marquette-Carlson	L	1 SE	1818	4	23	F1	P-line N
NEVADA							
Alamo, Pahranagat	L	0.7 W	3719	2	26		Ctn-not maintd.
(PC) Austin	L	7 WSW; hwy SE	5728	2	h60		
Baker	L	2.3 SSE; hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
Battle Mountain, LeMaire	L	1 SW; hwy N	4514	3	30		N, NE, NW blkd. Use at own risk.
(P) 35, SFO-SLC	P	4 SE; hwy N	4533	2	h73-BL4-S1-W	F2	
(PC) Boulder City	P	0.6 S; hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC) Caliente	L	19.5 W; hwy N	4864	1	h64		Not maintained.
Carlin	L	1.8 NE; hwy S	4950	2	19		Ctn-winters.
Carson City	P	3.1 NE; hwy 1.5 SE	4751	3	51-S1	F1	WNW blkd; mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100' WNW/ESE strip.
Coaldale	L	0.6 W NW; lk W	4575	2	26		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW; hwy W	5600	1	35		
Dunphy-Ranch	L	0.5 NE; hwy SW	4600	1	26		Use at own risk.
" T-S Ranch	L	6.8 W; RR N	4850	1	21		Use at own risk.
(P) ELKO	P	1.5 W; RR S	5136	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE.
(PC) Ely	P	3.5 NNE; hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
Fallon, Lahontan		1.4 SSW; hwy E					ABANDONED.
(PC) Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Ft. McDermitt	See McDermitt, Fort McDermitt Arpt under "NEW AIRPORTS."						
Gabbs	L	4 NW; hwy NE	4698	2	60		Ctn-not maintained, hazardous.
Gerlach	L	0.3 N; hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5 E Moapa; hwy S	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW; hwy SW	4255	3	67-S1-W	F2	
(P) LAS VEGAS, McCarran	P	6.3 SSW; RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW; hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5 WSW; hwy NS	2650	2	50		
Lovelock	L	1.5 ENE; RR W	3986	3	37		
(P) " Derby 26A, SFO-SLC	P	9 SSW; RR, hwy W	3903	2	h55-BL4-S1-W		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEVADA							
Lund	L	0.5 NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
Manhattan		6.2 W;hwy W					(ABANDONED).
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of strips.
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h74-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
Oasis	L	3 SE;RR E	5728	2	31		P-line E. Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
Reese River Indian Agency, Reese River		7.4 NE of Ione					(REPORTED ABANDONED).
(NG) RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110' unlgtd, unmrkd trees 2200' N rnwy 16
" Skyline		2 NW					ABANDONED
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Cedars	L	17.5 ESE;hwy N	4850	1	27		Use at own risk.
" Nusse	L	18.2 ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks	P	0.6 N;hwy W					ABANDONED
" Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C,A,P, use only.
" Reno Sky Ranch	P	See: Reno-Sky Ranch under New Airports.					
Stewart		0.5 W					(ABANDONED)
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Clsd winter. Use with ctn.
(P)TONOPAH	P	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
" Lambertucci	L	3.2 W NW;hwy S	5664	3	31		Rolling.
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
" Pizen Switch		5.8 ENE;hwy N					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Denio	L	0.3 WSW;mtns NW	4230	1	27		Rolling. Use strip.
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3170	1	55-BL2		Unattended.
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(P)Fallon	P	2.5 NE	3962	2	h50-BL4-S1	F2	
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
Reno-Sky Ranch	P	10.9 NE; hwy W	4528	4	50-S5	F2	Ruf.
(PC)Jean	L	1 SSW;hwy W	2833	1	45		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	470	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5 N;riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S5-U	F3	Unicom 0830-1700 xcpt Sat, Sun, Holidays
Conway-Valley	L	0.6 W NW;riv NNE					ABANDONED.
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2 W NW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin	L	1.5 SSW;RR E	360	1	20		INACTIVE. Soft-wet. Rolling.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5	F2	Rolling.
Haverhill, Dean Memorial	P	4.1 NE;RR W	570	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		INACTIVE. S 450' soft, bare S blkd. Ruf.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling SSE blkd.
Jefferson, Rogers		2.2 S;hwy W					(ABANDONED).
(PC)KEENE, Dillant-Hopkins	P	2 S;RR W	482	2	h40-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island NS blkd
(P)LEBANON	P	3 WSW	579	2	h40-BL4-S3-W-U	F3	N, WSW blkd. Ditches gulleys ends strips
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld. NNE.
Merrimack, Sanders	L	3.7 S;hwy E	195	4	30		Clsd Nov-May. E,W blkd; p-line SE; bushes

h-paved rnwys. B-rotating lgt, L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h35-BL2,4-S5-U	F3	300' unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Rolling. Rgt tfc N. Only E side of strip usable.
(PC)Newport, Parlin	P	2 NNW;riv SW	786	2	h20-S1-U	F1	
N. Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E, Ctn-loose sand, Rolling.
Pembroke	P	2 NW;hwy E	320	1	20-S1	F2	Rgt tfc SE.
Plymouth	L	3.5 WNW;riv S	506	1	20		
(PC)Portsmouth	AIRPORT NOW MILITARY INSTALLATION						
Rochester, Skyhaven	L	2.8 ESE;RR E	320	-	16		Rolling. Rgt tfc N.
Somersworth, Wayside		2.4 W;hwy E					(ABANDONED).
Warren, Morse	L	1 NW;rd adj NW	780	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580				(CLOSED-CONSTRUCTION).
NEW AIRPORTS (or airports out of alphabetical alignment)							
NEW JERSEY							
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Asbury Park-Air Terminal	SEE: Neptune Township, N.J., under "NEW AIRPORTS".						
Ashland, Echelon	P	0.8 SE;RR, hwy W	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N.
Bargintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	27-*L4-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	250	2	24-S1	F1	E,W blkd; p-line NW. Rgt tfc NW.
(A) BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	2	h18-BL4-S3-U	F4	3800' strip avail. Shoulders soft-wet.
Blackwood		0.5 ESE;hwys W					ABANDONED
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd.
Bridgeport	P	0.8 ESE;hwy N, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Ctn-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NW	30	2	24-*L4-S5	F1	E,W blkd; p-line NW, SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW, on tk-off on Rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F3	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No Storage.
Colts Neck		0.7 SSW;hwy E					ABANDONED
East Hanover, Hanover	See Hanover Arpt, under "NEW AIRPORTS".						
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E *	560	3	30-S3	F2	
" Budd Lake		3 ESE;hwy N					ABANDONED
Hammonton	L	1.5 WSW;hwy SE	90	2	25-(S5)	(F3)	N.NW blkd. p-line SE. No sto. Soft-wet.
Hightstown	L	1.3 SW;RR NW					ABANDONED.
Keyport, Walling		0.8 SE;hwy N				F1	ABANDONED
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE.
Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd; p-lines N,S,E,W. Rgt tfc rnwy 9,14
Mahwah, Ramapo Valley		1.2 NW;riv SE					ABANDONED.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4,6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintd.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE
Mt. Holly	L	1 N;track S					ABANDONED.
" Mahalchik	L	4 NE;hwy W	60	2	20		HAZARDOUS-WET.
(NG) NEWARK	P	2.5 SSE;RR's W, E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 clsd. FEE 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.
" North Brunswick	P	2 SW;RR E	125	3	33-*L4-S5	F3	E,SW,NW blkd; p-line NE,SE,W. No E tk-off
(PC)Ocean City, Clarke	P	1.7 WSW;bay W	8	1	34	F1	Rgt tfc S, W.
Osbornville, Ocean Co.	P	0.2 S;crk S	18	2	27-S5	F2	NNE, SE blkd.

F-fuel octane. ►-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
← Paterson, Murchio		4.5 WNW;hwy N					ABANDONED
" Totowa-Wayne	P	4.8 W;RR W	185	1	26-S5	F1	No sto.
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd.
Pennington	L	2 ESE;hwy S,E	230	1	21		Closed. E blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N;hwy adj	160	2	23-*L1-S3-U	F3	SE blkd;p-line E.
"-Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield	P	2 W;rd S,W	100	2	24-*L4-S5-U	F1	W blkd. Soft-wet. Ruf.
Readington, Solberg-Hunterdon	P	1 NNW;rd E,W	180	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S;hwy,RR E	80	2	26-S5-U	F3	N,S,W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Robbinsville, Trenton-Robbinsville	P	1 ESE;RR W NW	115	1	31-*L4-S5-U	F3	N blkd. Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
← TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W	F4	2-way radio required. Aircraft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission.
(PC)Trenton, Mercer County	P	5 NW;RR SE	211	4	h40-BL4-S5-W	F4	PC for Navy only. N/S rnwy clsd. FEE.
Tuckerton, Mathis	L	0.9 W;lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3 SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE,S,W blkd;p-lines E,SE. Use strips.
"-Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE,SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR,hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer only.
(PC)Woodbine	P	2 SE;RR NE,W	39	3	h33		Twin-eng acft use concrete. Asphalt ext soft & broken.
Woodbury-Mantua	P	1.8 SSW;RR N					ABANDONED
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hanover	P	2.8 NNE;riv E	170	1	25-*L4-S3	F1	
Neptune Township, Asbury Park-Air Terminal	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
← Albion	P	2.0 NE	150	1	24-S3	F2	P-lines SW
← Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
NEW MEXICO							
Acomita, 64, LAX-AMA		7.8 W					(ABANDONED).
← Alamogordo	L	2.4 Nbet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	CLOSED.
← Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	F2)	Ctn-loose sand. Use strips. Ruf.
" Del Norte	P	3.6 NE;RR W					ABANDONED.
" East Mesa		4.6 ENE					(ABANDONED)
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" West Mesa	P	3.8 W;hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE
← Anton Chico, 79A, LAX-AMA	P	4, SSE; riv 2 SE	5281	2	43-BL2		Ruf.
(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2 NW;riv 2,E,S	5700	2	30		Ctn-auto trails.
(P)CARLSBAD	P	6.1 SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S,E	5420	3	33		Ctn-N/S,E/W strips ruf.
Cimarron		1 ESE					ABANDONED
" Philmont Scout Ranch	L	2 SSW;rd E	6385	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	P	1.5 E;hwy N	5050	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn-weeds.
Clovis, Hillcrest	P	2.1 E;RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS, 34, PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW;hwy SW	6429	3	57-BL4		Ruf for lgt acft.
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY). DANGEROUS. N,W, WNW blkd;hills E, ESE, S. Holes on WNW/ESE strip. Cattle on fld.
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE;hill S. Use strips.
(PC)Deming	P	2.5 ESE;hwy N	4314	5	h81-BL4-(S1)	(F1)	Ctn-high weeds.
" Center Aux		11 W;RR S					ABANDONED
" Cooper	L	2.7 S;hwy P	4300	1	25-*L1-S1	F1	Use strip.
Deming, South Aux		18.2 SSW;rd E					ABANDONED
Des Moines, Smith	L	15.5 F	5800	3	39		Cattle on fld.
" Wetherly	L	6 FSE	6250	3	27		Ruf.
Drolet	L	0.9 W;hwy 1 E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	9000	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW;lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
Encino, Potter Ranch	L	0.9 NNE;hwy S	6100	4	27		Sheep on fld.
Engle, 10, ELP-PUB		2.6 F;rd N					(ABANDONED).
Espanola	L	8 NNE;hwy NW	5791	1	38		P-line E. Ctn-auto trails.
← Estancia, Chadwell		0.6 SW;rd N					ABANDONED.
Eunice		2.2 ENE;hwy E					ABANDONED
Farley	L	0.5 SSE;RR N	6000	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1.3 S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR,hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-B-S1-W	F3	
← Glenwood, Whitewater Mesa		4 NNE					ABANDONED.
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N,S.
" Moore		3.5 WNW					ABANDONED
Hatch		9.4 WSW;hwy S					ABANDONED
(AF)Hobbs	P	6.7 NNW;RR NE	3707	4	h88	F3	
" Aux # 4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	See notice under Hobbs Airport.
← Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf.
(PC)Jal-Lea County	L	2.4 ENE;Rd S.	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE;RR,hwy	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
" X-C Aero		2 F;rd N					(ABANDONED)
(PC)Lordsburg	P	1 SE;RR,hwy N	4286	2	82-S1	91	P-line WNW. Use strips.
← " Kuykendall		0.8 NNW;hwy E					ABANDONED.
← Lovington		0.8 F;RR W					ABANDONED.
" Hobbs	L	13.4 FNE	3650	2	h70		
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW;mtns NE, ENE. Ctn-loose rocks.
Manuelito		2.4 NNE;RR SE					(ABANDONED).
Maxwell		1.7 N;hwy E					ABANDONED.
Mesa	L	0.5 S;hwy NE	4500	3	19		Cattle on fld.
Milnesand, Flying M Ranch	L	0.4 NNW;hwy F	4200	3	18		Use strips.
(PC)Moriarty, Longhorn	L	8.3 ENE;hwy N	6312	2	33		P-line N.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv F	4520	5	25		
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd;p-line S.
OTTO, 74, LAX-AMA	P	6.8 NNE Moriarty	6226	3	41-BL2-W		Ctn lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W,SW blkd. Use caution. Ruf.
(PC)Portales	L	2.2 W;hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd.
(PC) RATON, Crews	P	11.5 SSW;hwy NW	6352	2	h55-BL4		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED. NOT MAINTAINED.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips.
Rodeo, 26A, PHX-ELP	P	7.3 NNE;rd S					ABANDONED.
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " # 3	L	18.7 S	3712	3	h70		Weeds.
(PC)Ruidoso Cree Meadows	P	2.2 NNE;rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N,S.
← San Jon		0.6 NE;RR,hwy S					ABANDONED.
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P)SANTA FE (New)	P	9.8 WSW;hwy 2 F	6344	3	h63-BL4-S5-W	F4	
" Ragle		3.7 SSW;RR SE					ABANDONED
Shiprock, Indian Service	L	1.6 SSW;hwy W	4990	2	40		end N/S rnwy. Stock on fld.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h56-BL4-S1-W	F3	Ctn-erosion, ruf, soft.
Socorro	P	2.5 S;hwy F	4796	1	h58-BL4-S1	F1	
Springer	L	07 NE;lk 45 NW	5835	4	30		Unlgtd knoll S.
" Vallejo Ranch	L	13.5 W;hwy S	6450	1	30		Cattle on field. Ruf.
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Caution-weeds.
Taos		1.7 SSW;hwy NW					Fence across N 1000' of N/S rnwy. (ABANDONED)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Taos, Zia	P	4.5 WSW;hwy E	6890	3	47	F1	
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W.7000' strip avail.Use rnwys.
(P)TUCUMCARI	P	7 E;hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
Vaughn		1.3 SE;hwy E					ABANDONED
NEW AIRPORTS (or airports out of alphabetical alignment)							
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft.
Mogollon, Negrito	L	17.5 NE	8000	1	43		P-line adjacent strip.
Grants	P	2.9 NW;RR,hwy NE	6520	1	h53-BL4-W	(F3)	
Cambray, Burris		5.2 N;hwy S	4000				(ABANDONED)
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Chaperito, Park Spring	L	8.5 SSE;riv N,F	6 00	?	36		Mtn NE. Cattle on fld.
Hatch Municipal		4 WSW;rd SE	4120	1	26		
Antelope Wells	L	5 SSW;rd E.	4900	2	34		
(AF)Albuquerque, Kirtland AFB	P	3.8 SSE	5352	4	h128-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
Mosquero, Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Tatum, Lea County		2.5 E		1	h30		
Lovington, Lea County	L	3 W;hwy S	4000	2	36		
NEW YORK							
Accord	L	0.7 N;RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W;hwy S	260	1	16		ESE blkd.
Afton, Page		1.7 NE;lk SSW					(ABANDONED).
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd.Use rnwys.
Amityville, Zahns	P	2 NNE;RR NE	80	2	h42-BL4-S5-U-W	F4	E,W blkd. Rgt tfc E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N;rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd.FEE when no gas purchased.
Auburn		3.7 NNW;RR IE					(ABANDONED)
(PC)Ballston Spa	L	3 N;crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage.
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-S3	F3	
Bayport, Davis-Edwards	P	1.3 NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased.Rgt tfc N,NW
Bethpage, Grumman	L	0.5 W;RR NE	119	2	h66-B		(RESTRICTED TO FACTORY USE). P-line E. Rnwy 6-24 clsd.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4, 6-S5-W	F4	Use rnwys.
" Tri-Cities		SEE: Endicott, Tri-Cities					
Blasdell	L	0.7 FSE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	3	28	F1	ENE, ESE blkd.
Brentwood, Bender Brentwood		1 ENE;RR N					ABANDONED
(P)BUFFALO	P	6.1 ENE;RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY.Rdo rcvr rqrd.P-line N,SW.Use rnwys.E/W,N/S rnwys clsd
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys. | ngts.
Burt, Lakeview	P	2.2 W;RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Atnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW Strip closed.
Clayton, Sunnybrook		3.4 S;rd E					(ABANDONED).
Clyde-Lyons	L	3.3 NW	405	2	15-(S1)	(91)	Hill E.
Colton	L	1.7 S;riv NE	915	1	14		
Commack, Carll Sky-Ranch	L	1 S;rd E					ABANDONED.
Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5	F2	E/W strip clsd.
Corinth	P	1 SW;crk NW	620	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P)Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W,RR N	78	2	22-S5-U	F1	NW,SE blkd;p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	16		CLOSED, Rgt tfc N,NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E;RR S	692	2	h40-BL4		Unattended.
"Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW Strip closed. P-line SW.
East Amherst, Steffen	L	3.5 N;hwy W	582	1	21		E blkd.
East Aurora, Proper	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd:p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W;RR S	40	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE;RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.6 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld, obst lgtd.
" Harris Hill GliderPort	L	5 NW;RR N	1700	1	18		CLOSED to all xcpt soaring planes.
Endicott, Tri-Cities	P	3 W	832	2	h35-*L2-S5	F3	
Falconer	P	0.5 NNE;RR W					ABANDONED.
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		(CLOSED-RESTRICTED TO FACTORY USE). Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc ldg Rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft. Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE;RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W;RR SE	620	2	27-S3	F3	P-lines N,E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Airpark		1 W;lk SW					(ABANDONED)
" Granby	L	3 W NW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd wk-ends only. No storage.
Gardiner	L	0.5 S;riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	P	3 S;lk E	550	2	25-S3	F3	
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, wk-ends. No storage.
(P)GLENS FALLS, Warren County	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3 NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N;RR W	420	1	20-*L4-S5	F1	
Greene	P	2 SSW;riv E	935	1	26-S1	F1	Mtns E,W.
Greenville, Rainbow	L	0.8 ENE;rd W	640	2	18		N blkd.
Hall, Sprague	L	2 SSE;RR E	865	2	17	F1	E,S,W blkd.
Hamburg		2 NNW;hwy NW					ABANDONED
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N;hwy E	1360	1	18		Rolling, rocky.
Henrietta, Hylan	P	2 NNW	525	2	26-S5	F3	P-line NW.
Herkimer, Hayduk		0.6 SSW;RR N					(ABANDONED)
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Honeoye Falls		0.8 SW;RR E					(ABANDONED)
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N,ESE.
Hudson Falls		1.3 NE;hwy W					ABANDONED
Interlaken	L	0.5 S;RR NE	900	1	14		NW blkd.
(PC)Islip, MacArthur	P	8 NE;RR N	66	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW;RR W	386	1	h27-S5	F3	Rgt tfc.Use rnwys.
" Cornell University	P	4 NNE;RR SSE	1098	2	h42-BL4-S5-W	91	No storage.N/S strip ruf.
" Sun Downs	L	3.1 N;lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-BL4--S5	F3	
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FIELD). E blkd.
Keene, Marcy	L	2.5 S;riv E	1000	1	18		Hill N.Caution-ruf.
Keeseville	P	1.4 S;hwy W	513	1	20-S1	F1	S blkd.
(PC)Kingston-Ulster	P	2.7 N;RR E					ABANDONED.
Kirkville		0.3 W;RR N					(ABANDONED)
Lake Placid	P	2 SE;hwy S	1750	2	35-S1	F3	
Lakeport, Oneida Lake	P	0.4 WNW;lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E;crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE;lk 1 S	1700	2	30-*1-S1		Atnd summer only.
Livingston Manor	P	0.8 SE;hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N;hwy E	380	3	20-(S5)	(F1)	NW blkd.
Mahopac	L	2 WNW;hwy S	685	1	20-(S3)	(F1)	Atnd wk-ends only. SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W;hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
Massapequa, Fitzmaurice		1.5 ENE;RR S					(ABANDONED)
(P)MASSENA, Richards	P	2.2 E;riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys
(PC)Mastic-Flight Strip	L	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE;bay S	30	1	22-S5	F3	
Medina	L	2 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N;RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
" Starhaven		1.3 NW					(ABANDONED).
Millbrook, Van Alen		7 NE;hwy S					ABANDONED.
Millerton	L	1.5 N;pond NE					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Montgomery	L	1 SW;RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only. N blkd; TV ant. NNE.
Monticello, Sullivan Co.	P	1.4 S;RR E	1500	1	36-S5	F1	SE blkd.
" The Ranch		4 ENE;riv E					(ABANDONED).
Montour Falls, Martin	L	1 NE;RR W	460	1	20		
Mt. Morris		1.2 S;RR NE					ABANDONED
Newark		1.3 NNW;RR N					ABANDONED
New Baltimore, Farley's	P	1.6 S;riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FIELD).
New City, Christie	P	1.5 N;hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FIELD), Soft-wet.
New York, Donovan-Hughes		14 SW Empire State Bldg.					(ABANDONED)
" Flushing	P	8 ENE Empire State Bldg.	4	aw	29-S5-U		SW, SSW blkd Rgt tfc N, NW turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg.	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE. closed mil acft xcpt those carrying high govt offls. No 80 octane avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg.	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N,E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
" Richmond County		15.7 SW Empire State Bldg.					ABANDONED
" Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd; p-line SE, S end N/S strip ruf.
" Staten Island	P	15.5 SW Empire State Bldg.	45	2	h35-S5	F2	
(N,AF,NG) Niagara Falls	P	5 E;RR 1.4 N	590	5	h76-BL4,6,7-S3	F4	N/S Rnwy clsd to hvy tfc. 2way rdo rqrd. Jet opern. 150,000 lbs on 27R-9L only. Overrun lgts.
" Colonial Village	L	5 NE;RR S	625	2	23		S blkd.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE;RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vicinity.
Northville, Plateau		2.5 E;crk S,W					ABANDONED
Norwich, Eaton	P	2.5 N;RR, riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagan	L	1.8 WSW;RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE;riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Oneonta		1.5 W;RR S,SE					ABANDONED
(A)Orchard Park		Field now Army Installation.					
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle-fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-(S3)	(F1)	Rgt tfc E. No storage.
Palmyra	L	1 N;canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S;lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E;RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW, blkd; p-lines
(PC)PLATTSBURG	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	SSW. Atnd wk-ends, holidays.
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	CLSD WINT. SW blkd; p-line NE.
Potsdam, Damon	L	1.5 E;hwy S	460	1	20		CLOSED-wet holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S;crk NW	166	2	h34-L2,4-S5-W	F4	Arwy bcn 0.5 mi NE.
Prattsville		1.5 SSE;hwy E	1200	1	15-(S3)	(F1)	No storage.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends. No sto.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd; p-line E. Clsd winters.
Rhinebeck, Cozine		0.5 SE;hwy NW					(ABANDONED)
Richfield Springs, Davis	L	3 SSW;hwy W					ABANDONED.
Richland		0.6 NE;RR SW					(ABANDONED)
Ripley	L	1.4 W NW;lk NW	650	3	22-S1		P-line NNW.
Riverhead		4.1 NW					(ABANDONED)
(P)ROCHESTER-Monroe Co	P	3.7 SW;riv SE	560	5	h50-BL4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd ngts.
" Genesee		6 S;RR N					ABANDONED.
" Hylan					SEE: Henrietta, Hylan		
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
Salamanca		1.6 W;riv N					(ABANDONED).
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F3	
Sayville		2 N;rd S					ABANDONED
(NG)Schenectady-County	P	3 N;RR SE	378	3	h70-BL4,6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S;riv E	100	1	31-S3	F1	No sno S blkd. Comb. opern with seaplane base.
Scotia, Gay Valley	P	4 W	255	1	18-S5		
Selkirk	P	0.7 W;hwy E	160	2	20		INACTIVE. P-line E.
Seneca Falls	L	2.2 SSE;rd W	490	3	28		Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Shelter Island, Westmoreland Farm	L	1 WSW	20	2	21		
Sherrill	L	1 N;crk S	540	1	22		CLOSED
Sidney	P	1 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley, County	L	1 E;RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE.
Star Lake	L	0.7 S;lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE;rd N	421	3	h68-BL4,6-S5-W	F4	2-way rdo rqrd.
" Nedrow		SEE: Nedrow, N. Y.					
Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf. Mtn W to NW.
Troy	P	2 SSE;hwy W	335	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O. W. D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW;hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8 WNW;RR,NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED. P-line W. Break on N/S strip.
Victor-Farmington	L	3.2 ESE;RR 1 SW	635	2	18-(S3)	(F1)	W blkd. No storage.
Walden, Newburg-Walden	P	2.2 SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd. FEE. No serv. Mondays.
Wallington, Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
(PC)Wallkill, Ulster County		3 NW; bet rivs					ABANDONED.
Warwick	P	4.5 NE;RR NW	540	2	24-S5	F1	
Waterloo	L	1 E; bet RR's					ABANDONED.
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
" Bradley		2 N;RR E					ABANDONED
Wellsville, Crowner	L	1 W;riv E,NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	P	2 S;hwy E	277	3	18-S1	F3	NE/SW Strip closed.
(NG)WHITE PLAINS, Westchester County	P	4 NE;lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE;RR SE	560	4	29-S5-U	F1	N,NW blkd; mtns E,S,SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Dolgeville	P	1 NE;hwy SW	930	1	15	F1	No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E, S	380	1	25		Rolling.
Gloversville, Glove City	L	1.5 NE;hwy S	860	1	20		Mtns N.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Weedsport, Whitford's	P	2.4 NNE;RR W	390	2	20-S3	F1	S blkd.
Nedrow	P	6 S	520	1	21-S3		N blkd.
Hauppage, Smithtown Aviation Country Club	P	1 W	50	2	21-*L	F2	NW lbkd; p-line SE.
NORTH CAROLINA							
Aberdeen	L	1.2 W;pond NE	415	2	24		E, SE, W blkd; p-line NW. Rolling.
Ahoskie-Moto	L	3.3 N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5 ESE;RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews-Murphy	P	2.2 W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
Asheboro		1.8 SSW;RR E					ABANDONED.
(P)ASHEVILLE, Hendersonville	P	11.5 SSE;RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S, SW.
" Owen's	L	2.3 SSW;riv S,E	1979	1	30		Rgt tfc E, E, W blkd.
(PC)Barco Flight Strip	L	2.4 W	1w	1	h40		8000' strip avail. P-line SW
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42	F3	
Black Mountain	P	1.8 WSW;lk NW	2268	1	34-S5	87	Rgt tfc WSW.
Bladenboro	L	0.7 NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW.
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4 SW	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5 E;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1 E;hwy N	710	1	21-(S3)	(F1)	
Carolina Beach		2.2 NNW					(ABANDONED)
Chapel Hill, Hogan	L	3.8 NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3 NNW;lk NE	502	3	49-S1	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F3	P-line SSE.
" Cannon		3 WNW					ABANDONED.
" Delta Air Base		6.7 E;RR N					ABANDONED

F-fuel octane, New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
(NO)CHARLOTTE,Douglas	P	5.5 W;hwy N	748	3	h75-BL4,5,6-S5-W	F4	Unlgtd trees in apch zone.
" Plaza		5 NE;RR N					(ABANDONED).
China Grove	L	2.5 E;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE, Ruf.
" Coley	L	2 SW					ABANDONED.
Creswell		0.5 N					(ABANDONED).
Draper,Tri-City	L	1.2 W	560	1	26		ENE blkd. Rolling.
Durham, Bryan	L	6.1 NE;riv N	310	2	26		NE blkd;p-line WNW.
Eagle Springs, Parkers	L	2 NW;RR,hwy S	700	1	36		SW blkd,N side soft.
← Elizabeth City	P	4 SW	15	3	28	F1	Caution in lndg-ruf.
Elkin	L	3 S;hwy E	1100	2	24		Unattended.
" Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
← Erwin	P	1 SW;riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE,Grannis Ft, Fisher	P	4 S;riv 2 E	168	3	h48-BL4-S5	F3	
Franklin	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Gastonia	L	1.2 FSE;riv W	1996	1	28		INACTIVE. Rgt tfc S.
← " Lynwood	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
Gibsonville, McLean Bros.	L	1.3 SW	820	1	h16-S5		NE end ruf,P-line SW,NE, Irregularly
(AF)GOLDSBORO,Seymour Johnson	P	0.5 SW	723	1	22-S5	F1	ENE blkd,Ruf. attended.
Greensboro, Air Harbor	P	Arpt now Air Force Installation.					
←(A) " -HIGH POINT	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
		8 WNW,hwy SW	923	2	h55-BL4,5,6-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8 NNW;riv W	25	3	h50-S1	F1	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
(F)HICKORY	P	2.2 W;riv N	1167	3	h44-BL4-S5-W	F3	
High Point, Fraley	P	7.5 SSE;RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 ft. strip available.
Julian, Gilmore		0.6 SE;RR N					ABANDONED
Kannapolis	P	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7 N W,RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain	L	3.5 SW;RR SE					ABANDONED.
" " Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school,Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri except emerg or prior approval,Lmtd svcg facs.
← " Jackson	P	3.7 SW;crk W	40	2	25-S5	F1	Rough - caution.
Lexington	P	2.3 SW;RR W	735	1	34-S5	F2	
Liberty		1.2 SE					(ABANDONED).
←Lillington	P	1 NNE;hwy W	210	2	20	F1	E,NW blkd.
Lincolnton, Burris		2.2 SW;RR SE					ABANDONED
" Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd.N/S strip short,ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5	F3	
← Marion	L	2.3 N;riv N	1211	1	36		
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23-S1	F1	E end soft.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F1	P-lines S, SE, W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
" Miller's	P	4.8 ENE;hwy N	875	1	18-S3	F1	P-line N, E side strip hazardous.
Morganton-Lenoir	L	7.5 NE Morganton	1253	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mount Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mount Holly	L	2.8 NW;RR E	850	1	20-(S3)	(F1)	Atnd Sat, Suns, Evenings only. No storage
Nags Head, Hotel Carolinian		3 NW					(ABANDONED)
(P)NEW BERN, Simmons-Nott	P	2.5 SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3 WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling.
Plymouth, Mayo		1.5 NE;RR E					(ABANDONED).
Raeford, Upchurch	L	0.5 NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h26-S5	F2	P-lines SE,W.
(P) " -DURHAM	P	10.5 NW;hwy NE	435	3	h55-BL4,6-S5-W	F4	Use rnwy & taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
← Reidsville Mun	P	3.0 SE	822	3	25	F1	P-line SE.
← " Warf	P	3.8 SW;hwy W	820	1	26-S5	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids,Halifax Co.	P	3 SW;hwy N	250	3	32-*L4-S3-U	F1	Lndg areas only 3030' ngts.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3 N;RR E	97	2	h40-BL4-S5-W	F3	P-line SSE.
Roxboro	L	7 NE;hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	23-S1	F1	NE,SW blkd.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Shelby, Byers		3 SE					(ABANDONED).
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5 N;hwy W	465	2	45-B L4-S5 45-BL4-S5-U	F4	FEE for multi-eng acft less than min ; of svcg.
Spindale, McDonald		1.2 SSE;hwy W					ABANDONED
" Rutherford	L	1.5 SSE;hwy N	1012	1	17		Road crosses strip,Ctn-ruf.
Stanfield	L	1.3 N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6 WSW,RR ESE	991	2	37-B L4-S5	F3	
Sylva	L	2.9 NE;RR SE	2179	1	22		NNE,SSW blkd. Rgt tfc NNE,SSW.
Tarboro		2 ESE;riv NNW					ABANDONED
Thomasville	L	3.5 ESE					ABANDONED.
← Wadesboro		3.7 NNE;RR W					ABANDONED.
" W & L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace	L	0.8 N					ABANDONED.
(PC)Washington	L	1.8 N;RR SW	38	3	h50	(F1)	Rgt tfc Rnwys 23,29,35.
White Lake Beach	L	0.2 NW	75	2	18		INACTIVE.N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use Rnwys.
(PC)Wilson	P	4.2 NW;hwy E	161	3	h45-*L4-S5	F3	Ben prior req.
Windsor, Spivey		2.3 S;hwy W					ABANDONED
(P)WINSTON-SALEM, Smith Reynolds	P	2.8 NNE;hwy W	969	4	h66-BL4,6-S5-W	F4	
Yanceyville, Caswell	L	3.2 W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5 NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Hertford, Woodville	L	1 mi W;hwy S	15	1	18		Closed - private use only.
Dunn		4.7 N;RR E,W					ABANDONED
Belmont		1.3 NE;riv E					ABANDONED
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Wallace, Pen Lin	L	1 SW	31	1	20		
Spindale-Mills	L	0.6 SE	1000	1	h29	F1	
Robersonville	P	0.5 E	20	1	23-S3	F1	
← Ahoskie, Fernigan	P	3.0 S	125	1	22	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June.
NORTH DAKOTA							
Alamo	L	0.5 SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Alkabo, Westby		SEE Westby, Montana					
Aneta		0.5 WNW;lk W					(ABANDONED).
Ashley	L	1 SE	2030	2	40-L2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
Beach	L	0.8 NNW	2814	2	30-(S1)	(F1)	ENE blkd,P-line SE,Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd;p-line S,SE.
(P)BISMARCK	P	2.5 SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bottineau	L	1 N;RR W	1645	3	30		F blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F2	P-lines N,NE,NW.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Braddock, Rambough Bros.	L	0.7 NE	1950	3	19		Rolling.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
Butte, Air Valley	L	1 SW;hwy N	1785	2	18		Rolling.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,ESE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F1	Ruf, holes.
(PC)Cavalier	L	0.7 SSW;hwy E	889	1	21	(F1)	300' SE end unusable.
(PC)Columbus	L	0.7 SW	1930	3	26-(S1)	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
Cooperstown	P	1.5 SE;RR W	1428	3	26-S5	F1	Ben prior req.
Coteau, Melby	L	2.2 NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1950	4	34-B-(S1)	(F1)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
← " Bell		2 SSE					ABANDONED.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-W	F3	Ditch W.
Douglas, Carlson		0.5 SE;lk S,W					(ABANDONED).
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F1)	P-lines N, NW.
Dunseith	L	1.5 S	1685	3	27	(F1)	
Edgeley	L	3 N;hwy E	1545	1	26		S blkd.
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd;p-line NW.
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24		CLOSED.
(NO)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,6-S5-W	F4	
" Sky Ranch		3.7 SSW					ABANDONED

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling. W blkd;p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F1	
Forman	L	1 N	1240	2	21	(F1)	Rolling. NE/SW Strip short.
Garrison	L	1 ESE	1920	3	23		Unattended
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd;trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9 ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6 WNW;RRS.	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2 NNE;RR S	1055	4	26-(S1)	(F1)	NE,ESE,NW blkd,P-line S.
Harvey	L	1.6 N	1605	4	27	(F1)	P-lines W,SW,NW. Use strips.
Hensel	L	1.5 W;RR E	910	2	18-(S3)	(F1)	
Hettinger	P	1.2 NW;RR S	2675	5	32-S5	F2	N,NW blkd;p-line NE. Hill S. Ruf. Use strips. Ctn-apch from N,NE,NW.
Hunter	L	0.3 E					ABANDONED.
Inkster	L	1.5 SW;RR SE	1050	3	26-(S1)	(F1)	
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F4	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd;p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)	(90)	P-line WNW.
Kindred, Hamry	L	0.4 E	940	1	18	(F1)	
Lakota	L	1.5 SE	1515	1	33	(F1)	
Langdon	P	1 W	1608	4	20-L4	F1	N blkd;p-line NE. Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F1	S blkd. Rolling. Ctn-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
(PC)Linton	L	3.4 S;hwy E	1770	1	20		Rolling-soft
Lisbon	L	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	L	1 N;hwy W	1595	2	23		P-line WSW. Ruf. Use strips.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McClusky, Beck	L	1 E;RR N	1680	3	26		N/S Strip short. Rolling.
McHenry	L	0.3 S;hwy NE					(ABANDONED).
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld. Ruf.
Menoken, Dutton	L	6.8 SSE	1800	3	20		
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Milnor	L	0.8 E	1100	2	26-(S1)	(F1)	N/S Strip short, ruf.
Minot, Flying S Ranch	P	5.5 WSW	1840	2	38	F2	No storage.
(P) " PORT O'MINOT	P	1.6 NNE	1723	3	h58-BL4,6-S5-W	F4	
Moffit, Edwards	L	1.8 NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26		P-line S,SE.
Mott, Wyman	L	0.8 S;hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2 SE;RR SW	800	2	25-(S1)	(F1)	Trees N,E.
(PC)New Rockford, Tomlinson	P	1.3 N;RR W	1533	3	37-BL4	F1	N,NE blkd; p-line SE.
Noonan	P	0.5 SE	1980	3	20	F2	NE blkd,Ctn-weeds,Use strips.
" Border	L	7.4 N;hwy E	1900	2	26		E blkd;p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F3	Caution - center of strip washed out.
Oakes	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
Park River	L	1 NE;RR SW	960	3	18-(S1)	(F1)	P-line W. Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-B	(F1)	Use strips.
" Miller		5 SE;hwy W					(ABANDONED).
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5 S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E,Rolling,Holes.
Ray	L	0.7 NNE;lk E	2160	2	21		
Rhame		1.5 SW					ABANDONED
Robinson	L	1 NW;RR S					ABANDONED.
Rolette	L	0.3 W;RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	P	1.5 N;RR SW	1818	2	24-B-S1	F2	
(PC) Rugby	P	1.9 NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5 NNE;hwy S	2109	2	20	(F1)	
Sanish		1.4 W;riv E					ABANDONED
Sarles, Olson	L	3.3 SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E,NE,Use strips.
" Nelson	L	7 E	1600	2	31		Trees W
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd,N/S strip ruf. Use strips.
Springbrook, Wall	L	10 N;hwy W	2150	1	24		Ruf.
(PC)Stanley	L	1 SE	2220	1	21-B		
Sterling, Apple Creek	L	9.5 NNW;crk E	1855	1	52		S blkd.
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE;lk E	1400	2	20-*L		
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F1	4600' strip avail Unlgtd fence SE;p-line S.
Van Hook	L	1.8 W;RR N					ABANDONED
(PC)Wahpeton	P	1 S;RR W	966	2	27-B-S5	F1	P-line NE. No storage
(PC)Walhalla	P	1 NE;hwy W	952	3	26-L4-S3	F2	P-line NW. Lgts on req after 2400.
Warwick, Campbell	L	8.4 S	1500	3	26		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F1	P-line W.
" Renner		1 NE;hwy W					(ABANDONED)
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
Westhope	L	0.5 W;riv F	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W;RR SE	1910	2	26-S3		
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc SSE,E,NE.
" Wright	P	2.8 N	1876	4	28-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE;lk SW	2035	2	34		Wblkd;p-line NW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
(PC)Leeds	L	0.5 SE	1508	1	21	(F1)	
Hazen	L	2.1 E;riv WNW	1900	2	17		N blkd, Ruf.
Hebron	L	1.9 ENE	2180	2	21		P-lines NW,SE.
New Town	L	Adj S	1920	1	26	F1	
Reeder	L	Adj S	2950	2	25	F1	
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd evenings,wk-ends. Use strip Soft wet
(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE. ARPT OF ENTRY. Use 18R-36L at own risk.
(NG) " -CANTON	P	11 SSE;RR F	1228	3	h56-BL4,5-S4-W	F4	Use rnwys.
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N,S,W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E,SW. Rolling. Ben prior req.
" Birtalan	L	2 ESE;hwy S	1077	1	23		Unattended
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	P	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf.
(PC)Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5 ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barberton, Poston		3.2 WSW;rd F					(ABANDONED).
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3,4-S5	F1	Knoll E,W.
Bedford-Miles Ave.		4.7 NE					ABANDONED.
" Sportsman	P	2.5 SSE;RR F					ABANDONED.
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended FEE. Ruf.
Bellevue, Sherck		4.3 SW					(ABANDONED)
Berea, James		2 ESE;bet RR, hwy					(ABANDONED).
Bethel		1 ESE	910				ABANDONED
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE hwys N,E	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S,SW blkd. P-lines E,NE. Use rnwys. Rgt tfc take-off;lndg S,SW,Rgt tfc take-off N,W,SW.
Bryan	L	3 N;hwy W	820	1	39		Wblkd.
" Stombaugh		1 SSE;RR NE					(ABANDONED).
Bucyrus, Port Bucyrus	P	2 S;RR W	1000	3	26-S5	F2	NE blkd;p-line W.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E,W.
Cambridge	P	2 N;hwy E	807	2	26-L2-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L1		P-line W.
Castalia, Smetzer		2.6 SW					ABANDONED
Celina, Lakefield	L	5 S;hwy N	895	3	33-(S5)	(F1)	P-line N,W. Rolling
Chagrin Falls	P	3 E;hwy W	1220	4	26-S5	F2	N,NE,E,W,NW,S blkd. Rolling
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips. P-line N, trees SE.
Chesapeake, Huntington	P	2 WSW;riv S	560	1	h28-*L4-S3-W	F1	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd,Ctn-dangerous to students,high winds and tk-offs WSW-hills,Soft-wet.
" Sky Park	P	2.2 N;bridge E	739	2	29-S5	F2	S,SW blkd.
Cincinnati	P	10.5 NE*	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W,S,SW.
(P) " -Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E,W blkd.
" Crosley		11 NNE;RR E					ABANDONED
" Fernald Area A,E.C.		15.7 NW					(ABANDONED)
(P) " GREATER CINCINNATI	P	10.5 W;riv 2.5 NE	890	4	h55-BL4-6-S5-W	F4	Use rnwys.
" Lakewood		9.5 NNW;hwy 1 W					ABANDONED
" Mt. Healthy		9.5 NW;hwy E					ABANDONED
" Watson	P	9 NE	870	3	26-S5	F3	Use E/W strip when wet. E blkd. Rgt tfc E, NE,SE.
Circleville, Elsea	P	1.6 N;RR W	707	2	26-S5	F1	P-line S,SE.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (14 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Circleville, Thomas	L	2 WSW;hwy N	666	2	26		ARPT OF ENTRY
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	Rnwy 5R-23L usuable lgt,acft only
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE,W blkd;p-line E.
(PC) " -Lakefront	P	1 N	584	1	30-S3-U	F3	FEE. Avoid stadium. Call CLE rdo for tfc pat. 22'unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE,SW blkd;p-line NW.Call CLE rdo for tfc pat. Lnd & taxi on rnwys only.
Columbus, Clickenger	P	6.2 SSE;RR E	752	3	27-S5-U	F2	P-lines N,NE,NW,S W,Ruf.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N,NE,NW, N/S strip clsd.
" Ohio State University	P	8 NNW;riv W	900	2	h22-B*L4-S1-U	F2	Use strips.
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys. 2 way rdo rqrd.
" Price	P	6 SE;bet RR s	762	2	20	F1	Ruf off strips. Use rnwys. NE end-ctn.
" Sullivant Avenue	P	6 WSW	860	4	31-*L1-S5	F3	N,NE,NW blkd;p-line E.Exten ruf.Use lgts
Copley, Gibson	P	1.5 S;hwy E	1000	2	24-S5	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S bet hwy,crk	760	1	13		N blkd.
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use
" Dahio	P	8.5 W;hwy S	925	3	33-S5	F1	S,SW,W blkd. rnwys. P-line SE
" Neff	L	6 SW	720	3	17		
" South Dayton	P	5 SSW					ABANDONED.
" Montgomery Co.	L	11 S	960	1	18		Hwy and p-line W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F3	4000' strip avail,S blkd. Use strips.P-line S.
Delaware	P	2.6 SW;RR N	960	3	h16-S1-U	F2	2500' strip avail. Ctn-ditches.
Delta	L	1 SE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool,Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW;RR N	1100	1	26		Lnd at own risk.N blkd, Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E,W.
Elyria	P	1.5 SSW;RR NW	745	3	22-S1-U	F2	E and NE blkd.
Findlay	P	1.5 SSW;hwy NW	800	2	h50-BL4-S5-W	F4	Rgt tfc E.Use rnwys & taxistrips only.
Fostoria,Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Fremont, Slager	P	2 NW;RR SW	630	3	27-S3	F2	E,NE,SW blkd,P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd, Ruf, rolling.
(PC) " -Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet.Use rnwys.
(PC)Gallipolis, Holzer	L	1.8 ENE;riv S					ABANDONED.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts.Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED.P-line N,Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1031	4	28-*L1-S1	F1	W blkd.Rolling.2300'E/W Strip under const, usable -dry, E blkd.
Grove City,Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE;RR S	631	2	38-L4-S5	F4	P-lines S,NW
" North Hamilton		4.5 NNE;RR W					ABANDONED
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No sto,Acft rprs only.Rolling.
Hudson, Mid City	P	2 S	1080	3	31-S1	F1	NE,SW blkd.Rolling.Ruf.
Hunting Valley, Ingalls	L	0.5 N;riv E	760	1	26		NNW blkd;hill SSE.
Jackson,Shumate		8 SSE;RR NE					ABANDONED
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N,RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W;hwy S	1120	3	33-S5-U	F1	S,W blkd. Rolling.
Lake Milton, Milton	L	0.4 W;lk W	960	2	17		E blkd,Ruf,rolling.
Lancaster,Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W.Use rnwys.
LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW;RR NE	830	2	h35-BL4-S3-U	91	N blkd;p-line S, Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1151	2	26		CLOSED
Logan		0.9 ESE;bet RR, hwy					(ABANDONED).
Lorain	L	2 WSW;RR N	610	2	29-(S3)	(F1)	NE,SE blkd.
" -Sky Port	P	1.5 WSW;RR N	610	2	29-S1	F3	SE,SW blkd;p-line NW. Soft-wet.
Lore City	P	0.3 NW;RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE;RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	4 ENE,RR E	1152	aw	26		SE,NW blkd;p-line SW.Rolling.
Magnolia	P	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW.
(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4-S5-W	F4	Rgt tfc Rnwy 9. Use rnwys, strip.
" Gage		4.5 W;RR S					ABANDONED.
Marietta		1.8 ESE;riv S					ABANDONED.
(PC)MARION	P	4 ENE;RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" -County	P	5.6 NE;hwy E	1000	2	36-*L3-S5-U	F2	N,NE blkd.Lnd SW only at ngt.S end rolling.
" Millers	L	3.5 SSE;RR W	960	1	20		Use at own risk.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
Mason, Attaway Air Ranch	P	4.2 S;hwy E				F1	ABANDONED.
Massillon, Noble		4.5 NNE					ABANDONED.
McComb	L	0.8 SSW;RR N	780	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE,S Soft-wet.Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E,W blkd,Ruf.
(PC)Middletown	P	1.5 N;riv N	647	3	46-B L4-S5-U	F4	2400 Rgt tfc S,SW,W. Bcn, lgts prior req after
Millersburg, Briar Hill	L	1 S;RR W	810	1	21		Rgt tfc S.Unusable when wet. Hill S;p-line N.
Minford, Knore	P	2 SE;riv S	670	2	24-S5	F1	P-line N,S. Rolling.
Mingo Junction,Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
Montpelier	P	1.9 ESE;RR N	890	3	27-S1	F1	N blkd;p-line NE.Ctn when wet.
(PC)Mt.Vernon,Wynkoop	P	1.4 SSW;hwy E	1050	2	34-*L-S3	F3	W blkd,Rolling. Sundays.
Napoleon	L	1 N;RR SW	680	1	19	(F1)	W blkd;p-line E,Rgt tfc W. Open
" Winters	L	1.4 NW;RR W	682	1	30-U		Company use only. NW blkd. Soft - wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	P	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld atnd wk-ends only. S blkd.
New Holland,Tri-County	L	3 ESE;RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	81	Narrow at intsxn of strips.
New Westville		2.8 S;RR S					ABANDONED
(PC) NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N,NW,S,WNW.
Newton Falls	L	2 SW;RR E	960	1	22	(F1)	Rolling.
North Bass Island,Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E,N,S Strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE;hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville,Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	F2	N,SE,SW blkd.
North Lima, Elser	L	1.2 NW;hwy E,S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N,SSE blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E,W blkd.
North Ridgeville, Strauss		2.5 ESE;hwy S					ABANDONED
Norwalk Arpk		2 NNE;RR W					ABANDONED.
Oakhill, Swann	P	1.2 ENE;RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet
Olmsted Falls		2 W;RR N					ABANDONED
Ottawa, Putnam		1.7 ENE;hwy S					(ABANDONED)
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N,S,SW blkd. Ctn-wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd,Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd.Soft-wet.Ctn-cultivation.
Perry	L	2.3 NE;hwy N					ABANDONED.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W.
(PC) Port Clinton	P	3.5 E;hwy N	587	2	n22-B-S1-U	F1	3600' strip avail.E blkd;p-line N.
Portsmouth, Raven Rock	P	3.5 WSW;riv SE	535	1	22	F3	Rgt tfc NE.
Put-In-Bay	L	1.2 SSW on SE side of island	590	2	15		NW blkd.NE end Soft-wet.FEE all acft. ARPT OF ENTRY.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead,Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd.Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N,E blkd.
St. Clairsville,Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Sandusky	P	3.9 SSE;RR W	620	2	27-S5	F2	SE,E,W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shelby-Airstrip	L	2 W;RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE,SW,W,NW blkd.
(NG)SPRINGFIELD	P	5.5 S;bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
" Crabill		2.5 SE;RR E					ABANDONED
Steubenville	L	4.5 W;hwy N	1200	1	32		Caution-loose slag.Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE.Use strip.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9 N;hwy E	754	1	26	F2	E blkd.
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	Code bcn.
(NG)Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW,W;chimney SE.Use rnwys only.
(P) EXPRESS	P	15 WSW;RR NNW	684	2	h52-BL4,6-W	F4	Use Rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E,NE,S,SW,W blkd.
Toronto,Dyer	L	1.5 NW	1080	2	22		NE/SW Strip clsd-stumps.Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N,SE,S,NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
(PC)Urbana, Grimes	P	1.5 N;RR W	1055	3	35-BL4-S5-U	F3	
(PC)Van Wert	P	1 WSW;hwy S	788	2	h20-S5	F4	Soft - wet 4000' strip avail-ctn.
Venice,Fernald USAEC		1.7 WSW;RR SW					(ABANDONED).
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N;RR W	935	1	26-S1	F1	P-line W.
Waugaon,Grieser	L	2.5 E;RR N	750	1	20		Unattended

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Waynesville, Sky Center	P	2.5 SW; riv E	925	1	23-S1	F1	ESE blkd.
Wellington		0.5 N					(ABANDONED)
Wellston		3.3 S					ABANDONED
West Milton, Lehman		2.5 W; crk W					(ABANDONED)
Weston, Williams		2.5 NNW					(ABANDONED)
Willard	P	1.2 S; hwy N	967	2	22-S3	F2	P-lines W.
Willoughby		1.2 E					(ABANDONED)
" Euclid Ave		1.5 WSW; RR N					ABANDONED
" Lost Nation	P	3 N; lk NW	628	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. EEE
Woodsfield	L	1 W; hwy E	1220	1	20	(F1)	Atnd wk-ends, Soft-wet, Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE; hwy SE	1150	4	32	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE; RR W NW	1050	1	19		N blkd; p-line S.
Xenia, Port Xenia	L	3.5 E; RR S	1050	1	20	(F1)	P-line E.
(AF)YOUNGSTOWN	P	11.1 N; hwy E,S	1196	4	h75-BL4,6,7-S5-W	F1	2-way rdo rqrd.
" Austintown	P	5.7 WSW; hwy N	1175	2	h20-S5-U	F3	3100' strip avail, Rolling, Ruf, E, W blkd.
" Bird	P	2.6 NE; RR W	1057	3	23-S5	F1	NE, W blkd; p-line E. Ruf. Rolling.
" Southern Airways	P	5 SSW; hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	P	3.8 E; lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	L	1 SSW; RR NNW	705	1	22		Hill SW.
(L)ZANESVILLE	P	6.2 E; hwy N	899	3	h50-BL4-S5-W-U	F4	
" Briggs		6.4 NNE; riv W					ABANDONED.
" Commerce		6.5 N; riv E					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Chatham, Spafford's		0.5 S					ABANDONED
Phalanx Station, Skeets	P	6 WNW; hwy 1 NE	910	1	26-S1	F1	N blkd.
Columbus, Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
Fremont, Wagner		3.5 W; hwy N					ABANDONED
Salem, H-B	P	3.3 N; hwy E	1160	1	20	F1	E blkd.
Lenox	P	7 S Jefferson	940	1	22	F2	E & W blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Lagrange, Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders, 5500 lbs gross wt.
Salem, Koons	P	0.7 mi S	1330	1	19	F1	P-lines E.] Only 2350' avail winter.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Upper Sandusky, Lovell	P	1.5 NW	816	2	24	F1	
Maplewood, Shaw	P	5W	980	2	21	F1	Bldg S.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	
Strongville	P	1.0 W	840	3	19	F2	E blkd.
OKLAHOMA							
(PC)ADA	P	2 N; hwy W	1008	3	h50-BL4-S1	F3	
" Myers	L	6.8 WNW; hwy NE	1000	1	20		(HAZARDOUS-RUF) Cattle on fld.
Afton, Monkey Island	P	7.8 SE; lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	87	P-LINE SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW; hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW; hwy N	1286	1	36-(S5)	(F1)	
Ardmore	P	9.2 N	875	4	h40-BL2-S5-W	F4	Ctn-hvy acft, soft.
(PC) " Lake Murray State Park	L	1.2 SE; rd E	840	1	26		Ruf.
(AF) " MUNICIPAL (NEW)		Arpt now Air Force installation.					
Arnett	L	0.5 N; hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW; RR S	540	1	20		(CLOSED-NOT MAINTAINED) Use at own risk.
Bartlesville		4 E; hwy 2 S					(ABANDONED)
" Hi-Way	P	3 NE; RR SE	680	4	28-*L4-S5	F2	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7 WNW; hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW; hwy E	2500	3	25		P-line SE, Ruf, Rd on strips, Soft-wet.
Blackwell	P	1.7 W; hwy N	1059	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7 S; hwy E	1005	2	24-*L2,4-S5	91	W blkd; p-line E.
Boise City	L	3 N, hwy W	4200	2	24		Soft when wet.
(PC)Bristow	L	1.3 WNW; lk SE	878	1	h18		/own risk.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N, S, SE. Restricted. Land at
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
Calumet, Bomhoff		4.1 SSE; hwy 1 S					(ABANDONED).
(PC)Canton	L	2.3 NNW; lk E,N	1660	1	24		
Chattanooga	L	4 SSW, hwy E	1140	3	h45		
(PC)CHICKASHA	P	4 NNW; riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE; RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7 NE; RR W	1615	3	32-*L4-S5	F1	
(PC) " -AFB	Airport now Military Installation.						
(PC)Colbert, Burns Run	L	4.3 W; lk W	634	1	22		Erosions.
(PC)Cordell	P	1 E; hwy S	1580	3	22-S5	F1	
(PC)Cushing	P	2 S; RR E	913	4	h52-BL4-S5	F2	
Davis, Flying L Ranch	L	4.5 SSE; riv W	750	1	32		Cattle on fld.
" Jolly Aero-Auto Court	L	3 S; hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S; RR E	1125	3	h40-BL4-S1	F4	SW blkd; p-line NE, NW. Use N/S Rnwy when
(PC)Durant, Eaker	P	3.2 SSW; RR 1 E	703	3	h50-B*L4-S1	F3	] wet. (6500' strip avail)
(PC)Elk City	L	1.5 NE; hwy S	1981	3	h23		
Elmore City, Henninger	L	5 N; rd N	1100	1	20		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
El Reno	L	1.5 SW; rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1406	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N; hwy W	1282	1	24-S5	87	
(AF) " WOODRING	P	5 ESE; RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux).
Erick, Haddock	L	1.4 SW; RR N	2097	4	25		P-line N, Ruf, Soft-wet.
Fairview, Fair-View	P	1.3 NNE; RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE, RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW; RR NW	2223	2	h54-BL4-S1-W	F3	Clsd acft over 15,000 lbs wheel load.
(PC)Grandfield	L	3 W; hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW; lk SW	750	1	18		
(PC)Guthrie	P	2 SSE; hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13 NNE; RR S	3130	2	26		P-line SSW
Hartshorne		1 NNW; RR S					(ABANDONED)
" Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
Healdton, Wade		1.3 E, crk N					ABANDONED
Heavener		2 N; RR W					(ABANDONED)
(P)Hobart	P	3.8 SE; hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW; hwy N	1530	2	22-(S3)	(F1)	P-line N, E/W strip soft-wet, Cattle-fld.
(PC)Holdenville	P	1.2 WNW; hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hollis		1 N; hwy E					ABANDONED.
Hominy	L	2 N; hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW; RR E	3010	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft, ruf. P-line N.
Idabel	P	1.3 NW; RR E	500	2	32-S1	F1	P-line E.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S; RR NW	800	1	18		
Kingfisher	P	1.3 NW; RR E	1067	1	26-*L4-S5	F1	P-line S.
(PC)Kingston, Caney Creek	L	4.3 SSE; lk S	661	1	21		Soft when wet.
Lamont, White Bros.	L	2 WSW; hwy N	1000	1	24		
Laverne, Shepherd		2.5 SSW; hwy E					ABANDONED
(PC)LAWTON	P	2.3 SSW; hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5 NNW; lk W	1360	1	23		Ruf, Mtn S.
Leedey, Eagle	L	2.3 S; hwy W	1950	1	22		Cattle on fld.
Lexington-Purcell		0.8 WSW Lexing-	1100	1	21		N blkd.
Lindsay		0.3 E; RR N]ton					(ABANDONED)
Lone Wolf, Hohmann	L	1 ESE; hwy N	1576	1	26-(S1)	F1	P-line N. Soft when wet.
Mangum, Ponder	L	1.6 N; hwy E, S	1585	3	25-S5		Ruf. Unattended.
Marietta, Hickory Creek	L	8 ENE; hwy SE	800	1	19		
(P)McALESTER, (New)	P	4 SSW; RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2 SW; RR SE	1094	3	24-S5	F1	No storage
(PC)Miami	P	2.2 NNW; RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
Moore, Southside	L	1 NE	1273	1	24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4 S; hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7 W; RR S	623	2	h38-BL4-S5	F3	
Newkirk-Skypark	L	2.3 SE, lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5 SSW; hwy W	1165	aw	h18		
" Noble	L	3 SE; RR hwy SW	1170	1	24		Ruf.
(N) " Westheimer	P	2.7 NW; RR E	1178	4	h58-B*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6 NNE; hwy W	600	2	26		Soft when wet, P-line W.
(PC)Okeene	L	0.7 SE; hwy N	1205	1	22		P-line N, Soft-wet.
Okemah	L	1 E; hwy N	870	2	19		(EMERG ONLY). N, NE blkd. Soft-wet.
Oklahoma City, Downtown	P	2 SW; hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3 S; hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS	P	7 SW; hwy E	1283	4	h74-BL4,6,7-S3-W	F4	
" Wiley Post	L	7.9 NNW; lk W	1216	1	26		
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3 NNE, hwy W	715	3	h43-B*L4-S3	F2	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S; hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8 W; hwy S	1000	3	41	F2	P-line S, SE.
Pharoah, Tri-City	L	1.8 NNE; hwy S	750	1	16		P-line S.
(P)PONCA CITY	P	2 NNW; RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW, hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW; hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE; RR W	650	1	22		Soft-wet. Cattle on fld.
Sand Springs, Sims	P	6 NW; lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5 ENE; RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW; hwy E	1937	1	h50		
" Archer	L	2.3 N; hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4 N; hwy E	1024	3	35-S5	F1	SSW blkd.
Sentinel, Memorial		0.8 SSW; RR W					ABANDONED
(PC)SHAWNEE	P	2 NW; RR SW	1080	3	h42-BL4-S5	F3	Rgt tfc rnwys 13, 17, 21. Lgts until 2400
South Coffeyville, Jensen	L	0.5 W; twrs E	735	3	33		P-line N.
(PC)STILLWATER, Searcy	P	3.2 NNW; lk WSW	985	3	h50-BL4-S3-U	F3	Rnwy lgts req only
Stilwell		1.4 N; RR W					(ABANDONED)
Stroud	P	3 N; hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud
Sulphur	L	1.5 NW; hwy S, E	1060	3	26		Ctn when wet. P-line S.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane, ➔New or revised data, U-UNICOM (122.8 mc), (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		OKLAHOMA					
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
Tipton	L	4.1 SSW	1300	2	36		P-lines N, E.
(PC)Tishomingo	L	2.6 S;lk S, W	640	1	28		Ruf, erosion, Gopher holes.
(NG)TULSA	P	6.2 NE;RR S	674	6	h100-BL4,5,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" 15th Street		4 E;rd N					(ABANDONED).
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" Cherokee	P	5.4 SE;hwy N					ABANDONED.
" -North	P	4.5 NNW;RR E	725	3	31-S5	F2	P-lines S, SE, SW.
" Young	P	8.8 E;hwy N	750	4	24-*L2-S5	F2	
Valliant	L	0.7 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2210	1	21		HAZARD, Ruf, Soft, Cattle on fld, N blkd.
Walters	L	1.2 SW;RR E	1005	2	26		Soft when wet. Cattle on fld.
Watonga	P	1.2 NW,hwy S	1550	2	26-*L4-S5	F1	
► Wayaoka, Kelsey	L	3.4 NNE;RR SE	1500	1	17		Cattle on fld, Ctn-wet. Unattended
Weatherford		2.7 ENE;hwy S					ABANDONED
Woodward		1.5 SE;lk ENE					ABANDONED.
" Ferguson Rch	L	6.5 NW;riv W	2000	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Ben prior req.
Yukon, Cimarron	L	4 WSW;hwy N	1350	4	41		
► " Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Langley, Treco	L	1.9 N;hwy W	820	1	21		P-line SSW.
Stigler	L	3.5 E		2	20		
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
		OREGON					
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S, N, and NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme ctn.
Arago	L	0.3 N;riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E;hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation, Use strip, P-line SE.
PC)ASTORIA, CLATSOP CO.	P	3 SW;riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8 NNW;hwy WSW	3350	2	23	F2	Slick when wet, Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S;RR N	4350	1	12		(DANGER-SHORT FLD). Holes.
Beaver Marsh 73, RIV-DLS	P	1 SSW;hwy E	4630	1	54-BL4		Clsd winter mos
Beaverton, Bernard	P	1 NW;hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Big Lake	L	16 W NW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd; p-line SSE. Soft, unusable when wet. Cattle on fld. Holes.
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E;rd S	4141	2	h51	F2	No storage.
" Davis		1.5 SW;hwys SE					ABANDONED.
Camas Valley, Ramona Prk		1.4 SW					ABANDONED
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	18		Rgt tfc WSW. Fence W end of strip. Soft when wet.
(PC) Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct. 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
Condon	P	1 NE;RR W	2910	2	h18		Use strips Soft off gravel when wet SE blkd.
(PC)CORVALLIS	L	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
" -Junction		1.5 NNE;RR adj					(ABANDONED)
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake Junction	L	2.2 NNE;hwy E	4845	1	39	F1	
Creswell, B & H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N;hwy E	372	1	19		P-line WSW, Antenna ENE. Use strip.
Denio	See: Denio Airport, Nevada						
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Elgin		0.5 NE;RR W	2670	1	22		(ABANDONED).
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet. Ruf.
► Eugene		1.6 SW					ABANDONED
(P) " MAHLON-SWEET	P	8 NW;hwy E	365	3	h52-BL4,5-W		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		OREGON					
Eugene, Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N;hwy E	1156	1	27-S1	F2	Lnd to N;tk-off to S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE, Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld, Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE;RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No Storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwy N	3748	1	29		E blkd. Lnd to E;tk-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle-fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W;RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S;riv ES	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW-end NW/SE Strp ruf.
Klamath Agency, Rayenouf	L	1.5 S;riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(P)KLAMATH FALLS, Klamath	P	4.9 SSE;RR NE	4088	3	h71-BL4-S5-W	F4	
(P)LA GRANDE	P	5.5 SE;RR SW	2713	3	h47-BL4,6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW;RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine, Stearns	SEE: Bend, Stearns Arpt under "NEW AIRPORTS"						
Lebanon	P	1.3 SW;rd N, S	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N;hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE;RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E;riv N	1620	1	26		Hill ENE. Lnd from W;tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE;hwy W	4058	1	30-W		Use at own risk. Soft-wet. Ruf. Sheep on fld May-Oct.
(P)MEDFORD	P	3.5 N;RR E	1330	2	h54-BL4-S5-W	F4	No Maint Mil Acft, Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE;hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk. SSE blkd.
Mulino	L	0.3 SW;hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wk-ends. SW blkd; p-line NE. Ruf.
Myrtle Creek, Tri-City		4 SW;RR N, W					(ABANDONED)
► Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S;hwy W	160	2	h51-L4-S1	F2	Ctn-elec. fence W edge NE/SW Rnwy and S side S Taxiway. Stock on fld. Rgt tfc Rnwy 16 and 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
Nyssa		0.5 E					ABANDONED
(P)ONTARIO	P	2.5 W;hwy E	2190	2	h45-BL2,4-S5-W	F3	
Oregon City, Sky Park	L	3 SE;hwy W					ABANDONED.
Pacific City	P	0.2 S	5	1	h18-S5	F1	
Paisley		1 NNE;hwy W					ABANDONED
(P)PENDLETON	P	2.9 WNW;RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk. Cattle-fld.
Pilot Rock, Eldridge	L	2 S	1850	2	15		E blkd.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	4	h88-BL4,6,7-S5-W	F4	2-way rdo rqrd or by prior req.
" R. O. K.		8.1 ESE;RR S					ABANDONED.
" Skylife		5.8 E;RR N					ABANDONED
► " Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5-U	F2	Ctn-25' NE/SW strip unusable-rocks
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE;hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F3	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW.
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of Rnwy 16-34, these acft use rnt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR, hwy W	55	1	h40-(S1)	(F3)	Svcg fuel by prior req wk-days.
Seneca		0.7 N;riv SW					ABANDONED
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Lnd at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
Springfield	P	1.6 ENE;hwy S	460	1	20-*L4-S5	F3	Ctn-wet. Use center of strip.
Starkey, Sheep Ranch	L	10 S	4350	1	39		Ridge SW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octanes. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Sutherlin-Valley	P	1 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P) THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W. NW, Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FACS ONLY. Use at own risk.
Toketee Dam, Toketee USFS Lake	L	14 WNW Diamond	3300	1	24		Rolling
Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F3	
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale Strip	L	1.5 SSW; river E	2250	1	24		Soft off gravel when wet.
(PC) Wagontire, Alkali Lake Flgt.	L	12.3 SSW; hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flgt Strip	L	1.4S; RR NE	3200	1	23		weeds.
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W -grade Dangerous, ruf,
Woodburn	L	2.8 WNW; RR E	200				(CLOSED-CONSTRUCTION).
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet, Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Brookings, Crissey State Line	L	5 SE; Ocean W	16	1	18		
Lapine	L	2.5 SSW; hwy ESE	4250	1	25		P-line N. Soft when wet.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Pinehurst	L	1SW	3800	1	40		
← Adams, Rothrock	L	4.0SW	1520	1	21	F1	Unattended. P-line SW.
PENNSYLVANIA							
(P) ALLENTOWN-Bethlehem-Easton	P	4.6 NNE; RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
Altoona, Peterson	P	10.7 NNE; RR NW	970	1	25-*L3-S5	F3	
Ambler, Wings	P	2.8 WSW	320	3	h26-*L4-S5-U	F3	P-lines SE.
Andreas, East Penn	P	1.5 NE; crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW; hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Patterson Hgts	P	1.5 S; riv NE	1082	1	27-S3	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N; RR N	1100	2	18-S5	F2	
Bellefonte, Spring Township		4.3 ESE; hwy S					ABANDONED.
← Berwick	P	2.2 ENE	620	2	21-S3-U	F2	E blkd; p-line NE.
" Centre	L	6.5 WSW; RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	L	1.7 ENE; hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC) Bloomsburg	P	0.8 ESE; riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3 WSW; hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S; RR SW	2142	2	h45-BL4,6	F3	Use rnwys.
Bristol, 3 M	P	2 N; riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45ACHI-LGA		2 WSW; RR E					PERM DISCONTD
Butler	P	2.8 WNW; hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc & avoid Hospital.
(PC) " Graham	P	6.2 SSW; crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N; hwy S	475	2	18-S3	F1	N/S Strip clsd.
← Canadensis, Barrett		1.8 N					ABANDONED.
Chambersburg		1.2 SE; RR S					(ABANDONED)
" Sunset	P	3.5 NNE; RR NW	670	3	24-S3	F1	W blkd; p-line NE, E.
Chester, Delaware Co.	P	6.5 W	400	2	2u-S3	F1	
" Buckman	L	2.3 WSW; riv SE					ABANDONED.
Clarion, Cramer		1 ENE; riv N					(ABANDONED)
Clearfield	L	1.5 WSW; RR SE	1220	2	21-(S3)	(F1)	E blkd p-line NE. Rgt tfc E, NE, SE. Ruf.
Clifford, Carbondale-Clifford	L	1 E	1400	3	22-(S3)	(F1)	S end W, NW/ESE strip unusable. P-line ESE.
Coatesville	L	2.4 W; RR S	623	2	25-B-S3	F1	E, NE, NW blkd. Soft-wet. Atnd wk-ends
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd. and on call.
(PC) Connellsville	P	5.2 SW; hwy E	1250	3	h34-*L4-S5	F3	Bcn prior req.
Conway-Pittsburgh	P	0.4 NE; RR W	950	2	19-*L1-S3	F2	
Corry, Port Lawrence	L	1.2S; RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5 ESE; hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE; RR, hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2 SW; riv N	480	3	22-S5	F1	Hills SE, SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
← " Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd. discretion.
DuBois	L	1.7 ESE; RR NE	1575	3	29	(F1)	Atnd wk-ends and on call. Use at own
Duncansville, Altoona-Duncansville		1 SW; hwy N					ABANDONED.
(PC) Eagles Mere	L	1.9 SW; lk SW	1908	1	22		
Easton	P	3.8 NNW; hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7 SW; hwy N	360	2	26-S5-U	F1	E blkd; p-line NE.
Ebensburg	P	2.7 SW; hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8 NW; hwy W	100	2	21-S5-U	F3	NE, WSW blkd. Mrkd terrace WS W end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emmaus		1.3 W					ABANDONED
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd; mtns, p-lines, tank surd fld.
Erie-County	P	SEE: Erie County Airport, Fairview, Pennsylvania					
(P) ERIE, PORT ERIE	P	6 WSW; hwy SW	732	3	h50-BL4-6-S5-W	F4	N, S blkd; p-lines E, NE.
Finleyville	P	0.7 SW; RR NE	1240	1	29-S3	F2	
(PC) FRANKLIN, Chess Lamberton	P	1.8 SW; hwy N, E	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Galeton, Cherry Springs	L	10 SW	2330	1	32		Unattended
Gettysburg	P	2.8 NW; twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	24	F1	Mtn S, SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5 SW; riv SW	490	1	21-S1	F1	
Greensburg		2.3 SE; lk E					ABANDONED.
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns Soft-wet.
Hallstead	L	1 SSE; crk W	880	1	20		
Hanover, Devener	P	2 NNE; hwy W	590	2	32-*L2-S5-U	F3	
← (P) HARRISBURG-State	P	3.5 S; riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W; crk N	420	3	22-S5	F1	
Hawley, Mtn Bay		7.3 SSW					ABANDONED ngts.
(PC) Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet; SW 600' ruf. Unattended.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE; hwy N	920	1	30-S5	F1	Hills E, W.
Huntingdon		1 S; RR N					(ABANDONED).
(PC) Indiana	L	3 ENE	1407	2	32-S3	F1	
Irwin		0.5 W					ABANDONED.
Jeannette		4 NW					(ABANDONED).
Jersey Shore	P	2.2 E; riv N	540	2	28-S1	F1	
(PC) JOHNSTOWN	P	4.7 E; hwy N	2284	3	h45-BL4-S5-U	F3	
Karthus, Pine Glen	L	4.3 SE; hwy SW	1560	3	23		N, S, SW blkd.
Kearsarge, Erie City		0.5 W; hwy E					ABANDONED
Kutztown	P	1 SSW; hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster		1.5 NNW, RR SW					(ABANDONED).
" Garden Spot	P	5 W; hwy N	423	3	25-S5	F1	W, WSW blkd.
(PC) " MUNICIPAL	P	5.5 N; hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E, ESE blkd.
Latrobe	P	2.4 SSW; hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 W NW	480	1	32-S3	F1	
Lewistown	P	4 SW; riv SE	560	2	19-S5	F1	P-line NW; hill W.
" Krouts	P	6 NE; twrs N	660	1	22	F1	
Linesville, Merry's Pymatuning	L	1.5 NW; RR E	1200	2	25-(S1)	(F1)	P-line NNE.
(PC) LOCK HAVEN	P	1.2 E; RR S	555	1	h33-BL4	F3	Mtn N, S.
Marchand, Braebreeze	L	0.3 N; hwy W	1600	1	25-(S1)	(F1)	
Mars, Perry		5.2 W					(ABANDONED)
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S3	F1	3200' strip avail. Rgt tfc N, NE.
(PC) Meadville, Port Meadville	P	3.4 W; hwy S	1400	2	h32-*L3-S5	F1	SE blkd. Rgt tfc rnwys 5, 27, 20.
Mercer		4.8 NNE; RR W					(ABANDONED)
Milton	P	0.8 S; RR, hwy W	450	3	25-S3	F1	NW, SW blkd.
Monongahela, N.B.C.	P	5 E; hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No head. P-lines SSW. Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E, NW, SE blkd.
Mount Jewett		0.8 ESE; hwy N					(ABANDONED
Mount Joy, Donegal	P	4 WSW	440	2	22-S3-U	F1	SW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail'. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5	F2	Soft-wet. Gulley NW. Rolling 91 oct avail summers
Mount Pocono	P	1.5 NW; RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail. Atnd irregularly Wints.
Mount Union	L	4 S; hwy E	560	3	28		Mtn. W. Soft-wet. Ctn-ditch. Use strips.
Muncy, Skyview Acres		1.4 NE					(ABANDONED)
Murdocksville, Sunnyhill		1.7 SSE					ABANDONED.
New Alexandria		1.5 ENE; hwy N					(ABANDONED)
New Bloomfield		1.3 SSE; hwy NE					ABANDONED
New Castle	P	4 WNW; hwy SE	1072	2	h29-S3	F3	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3 E; RR NW	460	2	21-S3	F1	
New Kingstown Taylor	P	0.5 SE; RR S	440	2	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Patco		3 SE; lk ESE					(ABANDONED).
" Valley Forge	P	4 WNW; riv 1 S	250	1	23-S5	F3	E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1 NNW; hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE; hwy N	1840	2	14		CLOSED.
Oxford	P	3.5 SSW; hwy W	520	2	21-S3	F1	NW blkd; p-line SW.
Paoli, Main Line		2.8 WNW; hwy S					(ABANDONED)
(P)Philadelphia North Philadelphia	P	12.2 NE	120	3	h50-BL4-S3-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5 SW; riv S, SW	10	3	h73-BL4,7-S5-W	F4	2-way rdo rqrd. Use rnwys. Rnwy 9 designated calm wind Rnwy.
Phillipsburg	P	7 E; hwy N	1933	2	h30-BL2	F3	5000' strip avail.
" Albert	L	5.5 NNW; hwy N	1750	3	36-L4-(S3)	(F3)	prior req. NE blkd. Lgts avail until 2400, 91 oct
Phoenixville		2.5 NNE					ABANDONED
Pine Grove Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
(PC) PITTSBURGH Allegheny Co	P	5.3 S	1252	3	h55-BL2,5-S5	F3	Rdo rcvr req.
(AF) 'GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
" East Pittsburgh							
" Mayer		10 WSW					ABANDONED
" Pitt-Wilkins		8 E; RR 1.5 S					(ABANDONED)
Portland, Price	L	1 SE; riv E					ABANDONED.
(PC) Pottstown	P	4.5 E; riv 2 SW	311	3	32-BL4-S5-U	F1	Soft when wet.
" Municipal	P	1.7 NW; rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE; lk SE	510	2	28-S1	F3	Mtns NE, SW.
Prospectville, Turner	P	1 NW	375	3	23-S5-U	F1	S blkd.
Punxsutawney	L	3 NE; hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F3	W blkd. Rgt tfc S, W.
(NG) " GENERAL SPAATZ	P	3 NW; riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N; RR SW	360	2	20-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW; RR N	940	2	19-S1	F1	
Reedsville, Mifflin County	P	2.7 N; hwy W	830	1	30-S3	F1	
Ridgeway, King's	L	4 NW; hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC) St. Mary's	P	3.1 ESE; RR W	1911	1	35-S5-U	F1	
Savre, Blue Swan	P	2.7 WNW; riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2 WNW; RR 3 NE	1179	2	h24-*L2-S5-U	F3	Bcn prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW; hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5 N; hwy E, S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE; rd SW	1110	2	18		
Shippensburg	L	3.1 E; RR S	760	2	18-S1		
(PC) Somerset-County	P	4 NE; rd N	2274	2	37-S5	F1	
State College	P	2 SW	1200	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE; hwy S	480	1	21-S1-U	F1	
(PC) Sunbury	P	2 NNE on island	443	1	30-S3	F1	
Tarentum Allegheny Valley	P	4.2 W; RR W	1125	2	24-S5	F2	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC) Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Treziertown	P	0.7 E; hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	6.8 S; riv N, E	639	2	20-S1-U	F3	Mtn S, NE/SW Strip not maintd.
Tyrone-Speedway	L	4.2 SW; riv S	965	2	22		CLOSED. Mtn S.
Union City		3.4 W; RR N					ABANDONED
Vandergrift	P	2 WNW	1000	2	23-S3	F1	E blkd, P-line NW.
Warren	P	2 WSW; riv S	1100	2	h22-S5	F2	Mtn NE, SW.
Washington	P	3.2 SW	1183	3	21-S5-U	F2	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-*L4-S5	F2	Hill NE, SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	

h-paved rnwys, R-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
West Middlesex	P	2.8 W; hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE; riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr.
" -Wyoming Valley	P	3.5 NNE; riv SE	546	3	h34-BL2-S5-U	F3	Dike E, S blkd. Rgt tfc.
Wilkinsburg-Pittsburgh	P	6 E; hwy S	1180	1	23-S3-W	F2	Rgt tfc SW.
Williamsburg	L	1.8 W	1140	2	29		CLOSED W end ESE&W NW ruf. NE blkd; p-line WNW.
(P)WILLIAMSPORT	P	5.1 E; RR N	528	4	h43-BL4,6-S5-W	F4	NW blkd; p-line WNW. Rgt tfc on W apch.
York		1.8 NW					ABANDONED
" Whitehall		3 ENE; RR N					(ABANDONED).
Youngsville, Brokenstraw	P	2.5 W; RR S	1230	2	20-(S3)	(F2)	P-line SW; hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							Hazardous in snow.
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Duncannon, Hackenberger	P	3 NNE; riv W	500	2	22-S1	F1	Use strips.
(PC) Athens, Chemung Valley		1.8 NNW; RR N					ABANDONED
Beaver Falls-Beaver County	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Fairview, Erie Co.	P	1 SW	805	3	27-S5-U	F2	ENE, S, SE, NW blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Aliquippa-Hopewell	P	2 SW	1150	2	20-S5	F1	
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
Columbia, McGiness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
Freeport, McVille	P	7 SW	1090	2	15	F2	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
Tionesta, Benningers Sky Ranch	L	2 S	1600	1	22	F1	
Thomasville, York	L	8 WSW	480	2	h30-L4-S5-U	F4	Shoulders soft. Use hard surface.
Clarion, Rhea	P	2W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE; hwy S	260	1	16-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW; RR S	390	2	17	(F1)	Atnd w/c-ends only. SE blkd. Ruf.
Middletown, Newport		SEE: Newport, Rhode Island					
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	52	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd dava. 2-way rdo rqrd nrts. Use rnwys
Smithfield		0.5 ESE; RR W					ABANDONED
" NO. CENTRAL STATE	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE; riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Newport	P	3.5 NNE	160	2	h23-S5	F3	3600' strip avail.
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE; rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
Allendale, Williams	L	1.5 NE	187	3	31		INACTIVE.
(P)ANDERSON	P	3.2 WSW; hwys N, S	783	2	h50-BL4-S3-W	F3	Use rnwys
Andrews, Overton	L	2 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE; riv 2.5 NE	140	2	28-*L1-S5	F1	No sto.
(PC) Barnwell-County	P	1 WNW; hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
(N) Beaufort-County	AIRPORT NOW MILITARY INSTALLATION						
Bennettsville	L	3.4 NNW; hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE; bet RR, hwy	190	3	32-B-S3-W	F1	SE blkd.
Bishopville	L	1.8 NNE; hwy S&W	220	2	18		Holes E end E/W Strip - hazardous
Calhoun Falls, Bentley		3.4 ENE; hwy S					ABANDONED
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F3	
(AF,N) CHARLESTON AFB/Mun	P	9.8 NW; hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civ. acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW; riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW; riv E	16	3	h50-S5	F1	No storage. Use rnwys.
" Truluck		5.5 W; RR N					(ABANDONED).
Cheraw	L	4.2 WNW; hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		

F-fuel octane, ← New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH CAROLINA							
Clemson	L	2.4 ENE;hwy NW	900	2	20	(F1)	E side N end of N-S strip eroded. Soft-wet. Use strips.
(P)COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE;RR SW	203	2	h36	F3	Rgt tfc SE,NE. Obstns sur fld. Use rnwys.
(PC)Crescent Beach,Ocean Drive	L	1.3 WNW;hwy SE	33	1	h60		Fuel avail 08-17 Mon-Fri; 08-12 Sat
(PC)Darlington-Co. Flgt Strip	P	10 N;bet hwys	190	3	h50-S5	F1	
Dillon, Lee		3 NNE;RR E					(ABANDONED).
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P)FLORENCE	P	3 ESE;bet RR,hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
(PC)Georgetown County	P	4 S;hwy NW	39	3	h50-B*L	F3	rnwys 18,27,23.
(P)GREENVILLE	P	3.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc
" Jones University	L	4.2 NNW					ABANDONED.
(PC)GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E;RR,hwy SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Joana, Crawford		1 SE Goldville	600				(ABANDONED)
Kershaw	L	4 S;hwy,RR W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed,Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N,NW	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3 S	72	3	34-BL2		E,ESE blkd. Ctn-low spot.
(PC)Laurens	P	2.3 E;hwy S	700	2	26-*L1-S5	F1	
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
(AF) MYRTLE BEACH	P	3 WSW;hwy N	24	2	h50-BL4-S1-W	F1	Equip on fld intermit. Rnwys usable-ctn.
Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S5	F1	Use strips Ruf. Servicing avail. on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC) Orangeburg	P	2.3 S	190	2	24-BL4-S5	F1	P-line E. Rgt tfc E,S.
Ridgeland	P	1.3 NW;hwy E	79	4	25	F1	All anchs blkd,xcpt SE.
Rock Hill, Roddey	L	2.7 SW;lk S	630	3	28		Irregularly attended. ESE blkd. Soft-wet
(P)SPARTANBURG Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter		2 WNW;lk S					ABANDONED
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22		
(PC)Walterboro	P	1.3 NE	93	3	h58-BL4-S1	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
Sumter	P	3 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway & ramp only.
Anderson, Lazy Acres	L			1	14		Private-short fld.
SOUTH DAKOTA							
(P)ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Rnwys restricted to 26,000 lbs. Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3140	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
(PC)Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC)Britton	P	2 N;RR W	1310	3	25-BL4	F2	Use strips.
(PC)BROOKINGS	P	1.2 SW;RR N	1637	3	h10-BL4-S5-W	F1	Soft when wet.
(PC)Buffalo, Harding County	L	0.5 E;riv S	2890	3	30-B		Use strips.
Canton	L	1.8 E;hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling. ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Dupree, Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N,E	1659	2	26-L4-(S1)	(F1)	P-line N,SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC)Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge, 2 NNW.
(PC)Faith	L	0.4 N	2572	1	25-B		Use strip.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S;hwy N,E	1575	2	26-*L1		N,NE,NW blkd. Use strips.
Frederick, Niva		0.8 SE	1390	1			ABANDONED
Gettysburg	L	1.5 S	2082	3	26		Ctn-not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC)Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
Highmore	L	1.4 N;rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC)HOT SPRINGS	P	6.2 SE;hwy 5,W	3148	2	h45-BL4-S3-W	F3	
(P)HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC)Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution when wet.
Kennebec	L	1.5 WSW;hwy N	1630	a w	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
(PC)Lemmon	P	3SE;hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
Martin, Bennett County		4.4 SSE;riv N					ABANDONED.
(PC)Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC)MITCHELL	P	4.3N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC)Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE,SE.
Murdo	L	1 WSW;hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N,NW
North Sioux City, Rickenbacker	P	1 N;riv E	1106	3	53-L4-S5-U	F3	Rgt tfc S,P-line SE. Use strips.
Onida	L	2 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy S,E	1340	2	25-S1	F2	Use strips. Soft when wet. P-lines SE,SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P)PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E,S,SE blkd;p-lines N,NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26	(F1)	E,N,NE,NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P)RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use Strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N,NE,S,SE,SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG)SIOUX FALLS, Foss Fld.	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC)Sisseton	L	2.9 ENE	1170	3	30-L		Use strips
(PC)SPEARFISH, Black Hills	P	4 E	3929	4	51-BL1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
(PC)Timber Lake	L	1 SSW; rd E	2162	3	26-(S3)	(F1)	Caution-ruf, Rolling, No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC)Wagner	P	1.3 S;RR N	1464	3	32-B-S5	F2	Use strips.
Wall	L	0.5 NW;RR S	2800	3	23		Ruf - Unattended.
(P)WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S;hwy W	1848	2	28-B	F2	
(PC)Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clark	L	0.8 S;RR N	1790	3	25-(S1)	(F1)	SE,S,SW,W blkd.
(PC)Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC)Bowdle	L	1 NW	1963	1	23		Soft when wet. Not attended.
(PC)Dupree Municipal	P	0.6 WSW	2340	1	24	F1	
(PC)Hayes	L	1 NE	1986	1	23		Soft when wet. Unattended.
(PC)Herreid	L	1N	1725	1	22		Unattended
(PC)McIntosh	L	1 SE	2251	1	24		Unattended.
(PC)Wasta	L	1 NW	2584	1	24		Unattended.
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	
(P)CHATTANOOGA, Lovell	P	5.5 E;RR E	682	2	h62-BL4,6-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUT LAW	P	7.4 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6 NNE;hwy E	885	1	22-(S1)	(F1)	
" Waterlevel		3 RSE;hwy N					ABANDONED
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville, 9A, BNA-DCA	P	3.3 WNW;hwy N	1862	2	28-BL2	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5 E;hwy S	1028	1	23		INACTIVE
Dayton, Shaver	P	5.3 ENE;rd N	700	2	18-S1	F1	
(P)DYERSBURG	P	2 SSW;riv W	337	2	h40-L4-S5-W	F1	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd. of E strip. Ctn-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE strip.
Elizabethton, Carden	L	2.5 SW					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
Elkhorn. Tennessee Valley Authority		1.8 NW;rd adj E	470				ABANDONED.
Fayetteville, Wilks	L	2.5 NNW;hwy E	697	1	19-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC) Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8 ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC) Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC) Humboldt	L	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE					Perm discontinued.
(P) JACKSON, McKellar	P	5.8 WSW;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
Jonnson City	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
Knoxville, E. Tennessee Sky Ranch	L	6 SSW;RR hwy E	822	1	21		Rolling. Ruf, tall weeds.
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12 SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, revr days. Use rnwys. Rgt tfc rnwy 22R
Lawrenceburg, Fleeman	L	3.5 E;hwy S	890	1	19		Closed, unsafe.
Lebanon	P	1.8 SW;hwy S	580	3	26-33	F1	
(PC) Lexington, Franklin-Wilkins	P	0.5E; RR W	516	2	20-BL4-S5	F1	
(PC) Martin, Gill-Dove	P	2.7 S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3 N;rsvr S	1066	1	26		
(PC) McMinnville, Warren County, 16A, ATL-BNA	P	3.8 WNW;hwy N	955	2	32-BL4	F1	
(AF,NG) MEMPHIS	P	5.9 SSE;RR 2 NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd. Rnwy 14-32 clsd ngt operns. Use Rnwys.
" Martin	P	6 ENE	258	2	24-S5	F3	P-line S. Rgt tfc E,S.
"-Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	320	3	27-*L4-S5	F3	
Milan	P	3 NNE;canal N	378	1	26-S5	F1	
(PC) Morristown, Murrell	P	4.8 SW;hwy NW	1295	1	34-BL4-S1-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
(PC) Murfreesboro	P	2N;hwy W	615	1	27-S5	F3	
(NG) NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4, 6,7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5 W; RR S	788	1	28-(S3)	(F1)	Atnd week-ends only. Rgt tfc NW
(PC) Paris, Henry County	P	4.3 NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC) Pulaski, Abernathy	L	3.6 SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED
(AF) Tullahoma, Northern	P	1.5 NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC) Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4		
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Lawrenceburg, Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Sewanee, University of the South	P	3 E	1950	1	28		
TEXAS							
Abbott, Stanphill	L	1 S;hwy W	600	1	25		Cattle-fld. Each end ruf. Use strip.
(AF) ABILENE-Army		Airport Now Air Force Installation.					
(P) " Municipal		2.8 ESE;RR N					PERMANENTLY CLOSED
(P) " (NEW)	P	3 SE; hwy N	1778	3	h54-BL4,6-S5-W	F4	
← " Hughes	P	2.7 W;RR, hwy N	1750	1	h30-BL4-S5	F2	P-lines N,S. Use strip.
Addicks, C-R-C	L	1.8 E;hwy, RR S	83	1	31-L4		W blkd.
← Adrian, Moser Bros.	L	17 WSW	3990	1	26		
Alamo, Valley Star	L	4 NNE;rd W	90	1	19	F1	P-line NW. Use strip.
Albany, Taylor	P	1 N;hwy E	1429	1	h32-S1	F1	House S.
(P) Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Alpine, Altuda Ranch	L	10.4 ESE;RR E	4750	2	45		Hills E,W.
" Kokernot Ranch	L	28 SSE;rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW;crk W	3800	3	45		Soft when wet. Windmill NE.
" Starns	P	2.1 NW;RR E	4500	4	42-L4-S5	F3	P-line N, NE. Fld surrounded by mtns.
Alvin	P	2 NW;hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF) AMARILLO-Air Terminal	P	9 ENE;hwy N, S	3604	3	h60-BL4, 5-S5-W	F4	Use rnwys.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC) Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4-S1	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodlgts around arena. Use rnwys.
← Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW;hwy 2 N	611	2	19-S5	F3	P-line W, NW. Ctn-wet. N/S strips clsd.
" Pulley	P	0.6 N;RR S					ABANDONED.
Athens	L	3.2 SSE;rd W	450	1	19	F1	Soft, ruf.
(PC) Atlanta	L	2 WSW;hwy N	276	2	21		Use rnwys & taxiways.
Austin, Aero-Tel	L	7.5 N	720	1	22	P-line SE.	Cattle on fld, pole apch end Rnwy 16R.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees.
Austwell, Heard	L	0.5 SSW;RR E, NE	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield	L	1.5 NW;hwy S	2475	2	22		Use strips.
" Ligon Ranch	L	8.7 SSW	2400	2	19		Ruf. Sheep on field.
" Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW Strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution - weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47	(F1)	E/W, NE/SW Strips used only case of strong winds.
Bandera, Flying L Ranch	P	1.7 SE;riv N	1264	2	h26-S5-U	F1	N blkd; p-line E.
" Mayan Ranch	L	0.7 W;riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE;lk SE	1356	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E;hwy NW	39	2	25		Right traffic.
Baytown	L	3.7 NE;RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended, No sto
Beaumont	P	6.8 W;hwy S	31	3	34-33	F2	Use strips. Ruf.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy NE	15	3	h51-BL4-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W;RR S	29	1	25	91	P-line S. Rgt tfc S take-offs.
← Beeville, Travland	P	2 NW;RR E	290	2	27-S5	F1	P-line NE,SSE. Cattle-fld-ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
← Big Lake	P	0.6 NW;hwy S	2700	3	h31	F1	P-line SE, SW. 3300' strip avail.
Big Spring, Hamilton	P	1.5 N;hwy S, W	2517	4	32-S5	F1	E blkd; p-line N,NE. Use strip.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N;hwy E	616	1	h30		
Booker	L	0.8 SSE;hwy N	2850	2	25-(S1)	(F1)	N blkd. p-line NE. Soft-wet. Use strips.
← Borger, Clearview		4.8 WSW;hwy N					ABANDONED
(PC) " HUTCHINSON CO.	P	2 N;hwy S	3052	3	h41-BL4-S5-U	F4	
Bowie		2.8 NW;hwy S					ABANDONED.
Brackettville, Ft. Clark Ranch	P	2.4 SW;hwy N	1105	3	53	91	
" Frerick Ranch	L	16 SW;rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5 SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;riv E	1390	1	33		
" Stadler Ranch	L	15.2 SW;rd N	995	2	18		Use strips.
(PC) BRADY, Curtis	P	3 N;hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE;rd S	10	2	26		NNE, WNW blkd; p-line SSW. Soft when wet. Cattle on field.
(PC) BRECKENRIDGE, Stephens County	P	2.5 S;hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	18; RR, hwy W	460	1	21		Cattle on field.
(PC) Brenham	L	1 ESE;RR NNE	342	3	32-*L4-(S5)	(F2)	
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield Mun.	P	5 E	3314	3	37-S5	F3	Strips rough.
(P) BROWNSVILLE, Rio Grande Valley International	P	4.5 E;hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2100
" Mauldin	P	4.4 NNW;RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft - wet.
(PC) BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F4	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1500	2	18		SE, S, NW blkd; p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE;hwy N	360	3	27-B-S3	F2	Use strips.
← " Diamond W Ranch		8.5 SW;riv W					ABANDONED.
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on field.
← " Timberlake		3 S					ABANDONED.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on field.
Burnet		1 NE;RR W	1325				ABANDONED
Butler, Prewitt	L	0.3 NE;RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E;hwy W	610	3	26		P-line W.
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd; p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
Camp Wood, Shield Ranch	L	4 ESE	1594	2	20		
Canadian, Hemphill County	L	1.5 SW;hwy E	2300	3	32		Unattended.
Candelaria	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
(PC)Canyon, West Texas State College		1.5 ENE;RR NW					ABANDONED
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on field. Use strip.
Carbon-Quarry	L	1.6 E;RR S	1552	1	24		Caution-weeds. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E;hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W;hwy N	310	2	23		W blkd;p-line NE. 85' ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	L	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
" Johnson Ranch	L	10.7 SE;rd S	2092	2	37		
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
" Briscoe's Catarina Rch.	L	13.8 WSW	650	1	26		P-line NNW. Soft when wet.
" Diamond H Ranch	L	5 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on field.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW,N,E. Cattle-fld,Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on field.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv 2.5 N	1400	2	15		
Christoval, Edwards	L	2.4 N;riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	L	2.5 NNW;hwyE	1620	4	30-S3		P-line N;hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE,NNE blkd; p-line E. Ruf. Ctn-draw
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on field.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on field.
" Kitzler Ranch		11.4 SSW					(ABANDONED).
" Logsdon Farm	L	3.5 W;RR N	3420	3	21		Cattle on field.
" Vance	L	1.2 ESE;RR N	3375	3	25		ENE, WNW blkd. Bcn prior req.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less.Use rnwys.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Colorado City	L	1.5 S; riv NW	2072	3	23		P-lines N, NNE. Rolling. Use strips. Stock on field.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on field.
Comanche	L	4 WSW	1650	4	26		P-lines N,NNE,NW.Stock on fld.
Comfort	L	1 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16		S blkd.
Comstock, Hayes Ranch	L	16 NNW	1750	1	16		Loose rock on strip.
" Kelly Ranch	L	3 WNW;RR S	1550	1	23		
Conlen	L	0.5 NE;RR hwy6	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4, HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for tk-offs. Rnwy 26 clsd for landings.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N,NE,3700' strip avail.
" "75"	P	1.8 N;hwy E	480	2	h20-S1	F2	P-line N;twr SE.Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crockett	L	3 WSW;hwy S	370	2	23		ABANDONED
Crosbyton, Paudler	L	1.5 E;hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy
Cross Plains, Bryant	L	1.4 N;rd W	1750	1	25		S blkd. Cattle on field.
Crowell, Foard County	L	0.8 E;hwy N	1479	1	h22		
" Whatley	L	1.8 SE	1460	4	20		P-line NE. Use strips.
Crystal City	L	1.8 N;RR W	600	1	19		Ruf
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys .Only Rnwys 17-35,3-21 lgtd.
" Ingram	P	3.4 SE;lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N;rd E	524	2	h24-L4-S5	F3	Use rnwys when wet.
" Hi-Way 77	P	10.4 S;hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd.P-lines SE,W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4A7-S5-W	F4	Use rnwys. P-line S.
" Mustang		6 NNE;hwy NE					(ABANDONED).
" Redbird	P	7 SSW;hwy SE	642	3	h44-BL4-S5-U	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E,S	543	3	h16-L4-S5	F3	2550' strip avail. Ctn-fire break SW.
Decatur	P	1.5N;rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11 ELP-FTW	P	0.5 ENE	3955	2	39-B		P-line SE. Blinker lgts on hills surrounding field. Rolling, ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
" Pauley	L	0.5 SSW;hwy E	3710	2	27	(F1)	
Del Rio	P	1.5 W;NW,RR S	1025	2	35-S5		P-line N.Rds across N/S strip. Rgt tfc strips 12,17.
" Horn Ranch	L	21 NE;rd W	1290	4	21		Hill NNE. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
Del Rio, Townsend Ranch	L	21.9 SE;hwy W	960	4	24		Windmill N. Cattle on fld. Use strips.
(AF) " Val Verde County	P	4.5 ENE;RR S	1094	3	h49		CIVIL FACS ONLY.
Denison, Grandpappy Point	P	8.7 NW;lk E	694	1	15	F1	Rolling
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	42		P-lines E, NE, NW. Use strips.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2440	2	21		NNE,W blkd. Stock-fld. W end E/W strip unusable.
Dilley	L	0.5 SW;RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E;RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W
Dripping Springs Shields Ranch	L	7.5 NE	1100	2	22		Cattle on field.
Dryden, 29, ELP-BRO	P	5.7 W;hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Kerr Ranch	L	4.8 N	2200	3	18		
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on field.
(PC)Dumas	P	2.0W	3650	1	h44	F2	
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E;hwy N	774	3	30-S3	F1	WNW blkd, p-line NW. ARPT OF ENTRY
" Maverick Co.		USAF Aux Installation					
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F1	
Edinburg	P	2.8 W;hwy N	90	3	31-L4-S3	F3	E, W blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd;p-line E
(PC) " Moore		Airport now Air Force Installation.					
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage. P-lines NNE, SE, SSW.
Eldorado	L	1 W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
" Cage Ranch	L	6 SE;lks S	800	1	50		
(P)EL PASO-International	P	4.8 ENE	3936	4	h90-BL45β-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use
Ennis	M	1.5 NW;RR E	546	1	29		ABANDONED - rnwys. No acft in ex-
Esperanza	L	2 SE;rd W	3475	2	19		cess 120,000 lbs. gear
" McCoy	L	0.5 NE;riv 1S	3500	1	16		load permitted to land.
Fabens	L	0.7 NNE;RR S	3660	4	25		Rough. ESE blkd.
Falcon, Utah	L	3.8S;riv W	230	1	37		P-line S.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft when wet. Ruf. rolling. Use strips.
Ft McKavett, CB Ranch	L	2.6 W;rd S	2150	2	32		Unattended. Cattle on fld.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on field.
Ft. Stockton, Allison Hdqs. Ranch	L	31.3 S;rd E	4500	3	19		Hills ESE, WNW.
" Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Elsinore Ranch	L	21 S;rd E	3560	3	20		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strip. Cattle on field.
" Henderson Two	L	19 SSE;hwy 2E	3400	1	21		Rolling
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F1	
" Puckett Ranch	L	27.5 SE;hwy SW	3500	2	22		Use strips. Soft when wet.
" Rachel Ranch	L	29.8 SE;hwySW	3300	2	25		Soft when wet. Cattle on field.
" Win-Field	L	3.2 E;hwy N	2925	4	54		(EMERGENCY ONLY). P-line N.
Ft. Worth, Conn	L	8 NE;hwy NW	600	1	19		S blkd.
" CARTER	P	17.5 ENE;hwyN	568	3	h64-BL4,6,7-W	F4	NE/SW Rnwy clsd. Use rnwys.
" Hicks	L	12.5 NNW;hwy W	817	1	30		Caution-holes. Cattle on field.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Midwest	P	5.3 ESE;RR NNE	645	3	24-S5	F1	Use N/S strip. S,W blkd;p-line E,SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;RR,hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on field.
" Russell	P	7 SSE;hwy NW	680	4	31-S3	F3	
" Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
" T. C. U.		6.6 SW;RR SE					ABANDONED.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer	L	3.5 E;hwy S	625	1	34		P-line SE. Use strip.
" Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on field. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garland, Varo	L	1.2 NW	615	1	22		
Garwood	P	1 SW;hwy E	125	1	22-S1	F1	
Genoa	P	1 NE;RR, hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE/WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S;RR W	480	3	27-B*L-S1	F3	Rolling.Ctn-high weeds,grass
Gladewater	L	2 WSW;hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on field.
Goldthwaite		2.6 SW;hwy NW					ABANDONED.
Gorman	L	1 S;rd N	1400	1	22	F1	P-lines NNE, NNW. Soft. Unattended
Graham	L	2 ENE;hwy N	1120	4	h34-S5	F3	P-line N,W,NW;hill N. 4000' strip avail.

F-fuel octane; ●-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
← Graham, Rosser Ranch	L	6.7 SSW; riv S	1105	2	33-*L4	(80)	Unattended.
← Grapevine, Price	L	3.7 WSW; hwy NW	506	1	17-(S3)	(F2)	NNE blkd.
(P) Greenville, Majors	P	6 SSE; RR NE	544	4	h55-B-S5	F4	
Greggton, Skyranger	L	1.4 SW; RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW; hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW; hwy S	1760	1	h40		
Hale Center, Laney	L	0.5 SW	3450	1	26		
" Laney Farm	L	5.7 NNW	3400	2	21		Rough.
" Mann Farm	L	10.6 WNW	3450	2	27		Cattle on field.
Halletsville, Ragsdale	L	12.8 ESE; riv W	200	1	27-B		E blkd.
(PC) Hamilton	L	2.3 SSW; hwy E	1250	4	30-BL4	F1	Cattle on field.
Hamlin, Round Top Oil Co.	L	10.2 WSW; lk S	1940	2	31		Soft.
Harlingen-Harvey Richards	P	4 W	43	3	h36-BL4-S1	F3	
Helotes, Jaycox	L	2 W	1000	1	20		
(PC) Henderson, Rusk County	P	3 WSW; rd N	440	2	h30-B*L4-S5	F1	Major Engine & Minor acft rprs only.
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling, Cattle on field. Use strips.
(P) Hondo Air Base	L	2.1 W; RR S	929	6	h61-BL4		AF primary contract school. CLSD civil acft xcpt on ofl bus or prior approval. (See Arpt Notams)
" Holloway Farm	L	5 S; hwy E	800	1	14		
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip.
(NG) HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4, 7-S5-W	F4	Rnwy 8-26 clsd. Tk-off to E only. 70' mrkd twr center S edge of fld. Unlgtd 38' p-line parallel to & 1000' E of E bndry. 145 oct avail. Use rnways-shoulders soft.
← " Andrau	P	12 WSW; rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	34	3	h40-*L-S5-U	F3	SSW blkd; p-line E, NW/SE, E/W strips
" Gulf Coast	P	9.5 NNW	88	2	26-*L4-S5-U	F2	500 ft. rdo twr 1 mi W. soft-wet.
" Linda Sue	C	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
" Sky Ranch	L	8.5 S; RR W	56	2	22		CLOSED. WNW blkd.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC) Huntsville	P	2.5 NW; hwy S	366	3	h25-L4-S3	F2	2900' strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on field.
" Outpost	L	1.3 E; lk NE	550	3	25		
Imperial, Heagy	L	1.5 SE; hwy NE	2724	1	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW, SE, N.
Italy, Bell Branch Ranch	L	5 NW; RR E	550	3	30		NNW blkd; p-line NNE, ENE. Ruf.
Itasca-Community	L	2 ENE; hwy NW	820	2	15		P-line W.
← Jacksboro, Pursley	L	3.8 WNW; rd E	1100	2	31		P-line SSE.
" Rodeo City	L	4.5 N	950	2	23		SE blkd. Cattle on fld.
Jacksonville	L	3 N; hwy E	709	2	23		
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW, S blkd.
← Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S1-U	F3	2800' strip avail.
(PC) Jefferson, Cypress River	L	2.8 ESE; RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW; hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE; riv S	1100	1	18		Road crosses strip.
" Waller	L	0.5 SW; hwy N, NW	1233	1	16		
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE; hwy NW	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE, E/W Strip not maintained.
Juno, Mayfield Ranch	L	3 WSW; hwy E	1900	2	19		Hills E, ESE; p-line WNW.
" Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W. W. West Ranch	L	8.8 NW; rd W	1800	1	27	(F1)	
Keene	L	2 NNW	800	1	17		Cattle on field.
Kendalia	L	2.5 W	1350	1	21		Cattle on field.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	P	0.8 WNW; RR S	4260	4	21	F1	ENE, NW blkd; p-lines SE, WSW.
" Foster Hq. Ranch	L	12 NNW	3880	2	21		Use strips.
" Nevell #2	L	36 NNW	3850	3	26		
" Nevell Hq Ranch	L	16.3 N; rd E	3550	2	21		Use strips. Ruf.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.7 E; hwy S	2840	5	h32		P-line SW. WNW/ESE Strip ruf.
(PC) KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Kilgore, Elders		2.5 NE; RR E					ABANDONED
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips.
" Thompson-Youngblood	L	12.3 SSW; riv N	900	1	18		N blkd. Cattle on field.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip available.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S5	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lajitas	L	1 NE; rd NW	2300	1	36		Use strip.
" Fowlks Brothers	L	16 NW	4300	1	25		
" Hoof & Mouth Patrol #1	L	13.5 WNW	2580	1	19		Lgt acft only. Hill N
Lamesa, Brown Farm	L	4.5 N; hwy E	3050	2	22		Use strips.
" Hogg	L	3 W; hwy S	3000	2	32		P-line S. Ruf. Muddy-wet. Use strips.
(PC) Lampasas-County	L	6 NW; RR S	1480	3	42		P-line ENE. Road crosses N/S strip. Use strips.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(PC) LaPorte	P	2.5 WNW; rd S	30	3	40-S5	F4	
La Pryor, Pickens-Coffield Ranch	L	16 W; hwy N	728	1	30		
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
" La Mesa Ranch	L	30 NNW	740	2	42		Unattended.
Leaday, Miller	L	1.3 SSE; riv W	1525	3	31		SE blkd; p-lines S, W. Soft when wet.
Leakey, Lewis Ranch	L	6 NNW; rd E	1750	1	21		Cattle on fld. Soft-wet. 3000' strip avail
Levelland	P	2 S; hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet.
Liberty, Darrell	L	4.3 SSE; RR N	30	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd; p-lines N, NE, SE, NW.
" White Ranch	L	11.2 SW; lk E	3500	1	19		Caution-weeds.
(PC) Llano-County	L	2.4 NNE; hwy W	1029	2	43-(S1)	(F1)	P-line NW. Ctn-wet. Use strip. NW/SE strip clsd
Lockhart	L	2.8 S; hwy E	529	2	28		
Lockney		1.3 SSE; hwy N					ABANDONED
" Brown Farm	L	6.7 NNW; RR S	3350	1	23		P-line W.
← " Thompson Farm		7 WNW; RR N					ABANDONED P-line N. Ruf.
Lolita, Walker	L	1.8 SSW; RR N	38	3	17		Use NNW, SSE strip only. NW blkd;
Lometa	L	3.5 WNW	1500	1	21		Cattle on field.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longfellow, Cox Ranch	L	8.2 SW; RR S	3700	4	48		Hills SE, WNW.
" Garner Ranch	L	14.8 S; crk S	2625	2	12		(DANGER-SHORT FLD). Use strips.
" Slaughter Hq Ranch	L	15 SSW; crk S	2550	1	22		Pole ESE end of strip. Soft.
" West Pyle Ranch	L	13 NNW; rd E	4000	1	25		Cattle on fld.
" Yoas Ranch	L	6.5 WSW; RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
Longview, East Side	L	2.4 NE; hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE; hwy N	365	3	h52-BL4-S5-W	F4	Use rnways.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P) LUBBOCK	P	5 NNE; RR W	3256	3	h65-BL4 6-S5-W	F4	Use rnways.
Lufkin	L	2 NW; hwy N					ABANDONED.
(P) "ANGELINA COUNTY	P	7.8 SSW; hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC) Luling Memorial	P	3.5 N; hwy E	480	2	28-S5	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
← Marathon		0.8 SE; RR N					ABANDONED
← " Big Bend Guest Ranch		34 SSE					ABANDONED.
" Cox Hq Ranch	L	24 ENE	4100	4	37		Cattle on fld.
" Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Dugout Mountain	L	7 W RR, hwy NNE	4200	2	37		
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Horseshoe Mesa	L	36 SE; rd N	3000	1	21		Use strip. Cattle on fld.
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC) Marfa	L	4 N; hwy E	4848	2	h53		
(PC) " -ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use Rnwys. Bcn prior req.
" Petan Ranch	L	32 SW	5340	1	61		Use strip.
" Rawls Hq Ranch	L	49 S	4700	4	26		
" Rawls Ranch	L	45 S	3750	2	17		Road crosses NNW end NNW/SSE Strip. Hill ESE. Ruf.
Marlin, Rogers	P	1 S					ABANDONED.
" Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC) MARSHALL, Harrison Co	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn, lgts prior req after 2300.
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42	S7	Trees SE, NW. No ngt operns NE/SW Rnwy
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC) Mason-County	L	3.2 ESE; hwy N	1500	2	36		
(PC) McALLEN, Miller	P	1.8 S; hwy E	102	3	h41-BL4-S5-U	F4	
(PC) McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
McLean		1.2 NW; hwy E					ABANDONED
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
Melvin, Richie	L	3 E; hwy S	1900	2	25		E, S, W blkd.
(PC) Memphis	L	1.4 NNE; RR SW	2082	3	36		E, SE blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE Strip.
← Mentone		0.3 NE					ABANDONED.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE; crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE; rd NE, SW	516	2	23-S3	F1	P-line E. Rgt tfc E, N. E/W strip ruf.
(P) Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
(P) " AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4 5&-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Cattle-fld. Soft N of pipe line when wet. Ruf.
(P) MINERAL WELLS	P	3.6 ESE; hwy N	964	2	h42-BL4-S5-W	F3	
← Mission, Arrowhead Ranch	L	25 NNW	360	1	h30		AF contract flying.
" -Aero	L	2.5 WSW; RR N	135	2	16		P-line SE. Use strip.
" Sharp	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
" Tri-Cities	Airport now Military Installation						
Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Montell, McCarthy Ranch	L	4.7 E	1600	2	32		ESE, W, NW blkd.
→ Moran, Manning Plant		6.8 E					ABANDONED.
(PC) Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf, Unattended, P-line W.
Mount Pleasant	P	2 SSW; RR E	416	2	h33-S5	F2	Use strips, Ditch S.
(PC) Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43-*L4	F2	P-line N, E, W, NW, WSW.
→ Munday, Leflar	L	0.7 E; RR N	1483	1	26-(S3)	(F1)	N blkd, Muddy when wet.
(PC) Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4-S1	F3	4300' strip avail.
(N, NG) Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnways. Cattle-fld intermittently.
Odessa, Ector County	P	5 NNW; hwy W	2988	4	h43-*L4-S5	F3	5300' strip avail.
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
" Nance Ranch	L	13 ESE; hwy E	2975	2	22		Hangar WNW. req by phone.
(PC) Olney	L	4 WSW	1274	3	h55		Use rnways. Unattended, 80 oct. prior
→ Orange, Brown	P	3.6 WSW; hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
Orla, Tex-Line	L	13.7 NNW; hwy W	2900	2	31		
Ozona	L	4.9 WSW; hwy N	2474	5	42		Closed.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	L	1 N	2330	2	40		Unattended.
" Miller Ranch	L	11.9 SSW; hwy E	2200	3	29		Rolling. Loose rock on N-S, E/W Strips.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, J. Y. Ranch	L	17.5 SSE	1700	2	26		Cattle on fld.
" Martin	L	4.4 NE; hwy S	1800	1	18		P-line S. Rolling.
" Triangle Ranch	L	13.7 E; lks N, S	1740	1	h38		Caution-draws.
(P) Palacios	P	2.5 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O'Connor	9	5	h43		CLOSED.
(PC) Palestine	P	4.5 WNW; hwy N	422	2	h40-BL4	F3	Use rnways.
Paloduro, J. A. Ranch Hqs.	L	2. 2 E	2625	3	24		P-line NW.
Pampa, Le Fors	P	3.8 NNW; rd E	3275	3	h45-BL4-S5-U	F3	Use rnways.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
→ " Mills Ranch	L	9.5 NE; rd SW	1950	2	18-S3		Surd by mtns.
Panhandle	P	1.6 SSW; RR N	3450	3	27		Use strips.
→ " Vance	L	4.5 NW; RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnways.
" Legion		1.5 N; RR W					(ABANDONED).
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC) PECOS	P	2.2 SSW; RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW; RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC) Perryton	P	3 ENE; RR NW	2915	4	30-S5	F1	P-line E, SE.
"Harbaugh	L	2.2 S; riv S	3000	4	41		
"Urban	L	13.5 SSW	3000	2	17		
"Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Pharr	L	1.8 S; hwy W	95	2	23-S5	F3	W, NW blkd. No Storage.
Pine Springs, McComb's #1	L	7.5 NNE	5000	2	20		Ctn-lgt acft Mtn NW. Hills surd fld.
" McComb's #2	L	10 ENE; hwy S	4600	2	30		
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC) Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
Plainview, Brown	L	10.2 ENE; RR S	3350	1	27		E blkd.
(PC) " HALE COUNTY	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips Elev NE; rdo twr NW.
Pleasanton, Haverlah	L	1 N; riv E	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
(PC) Port Isabel	L	10.5 NW	12	4	h53-S5	F1	91, 100 oct avail emerg only
Portland, Hunt	P	2 WNW; bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int sxns S	15	3	23-S5	F2	S blkd p-lines N, W, NW.
→ Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Post, U Lazy S #2	L	4.5 SW	2840	2	20		
" U Lazy S Ranch #1	L	10.7 SSW; riv SW	2500	1	h20-*L4	(F1)	4500' strip avail.
Poteet	L	0.6 SW; RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW; lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE; RR W	130	1	23		Use strip.
" 4-G Ranch	L	12 W	280	2	21		
Presidio	L	8 NE; riv S	2580	1	21		Hills E.
(PC) Quanah	L	2 SW; hwy 1 E	1602	3	h24-(S1)	(F1)	
Quemedo, Townsend Farm	L	4 N; hwy E	800	1	26		SSE blkd.
Ralls, Watkins	L	3 N; hwy E	3125	1	26		E blkd.
Ranger	P	1.5 SSW; hwy W	1468	4	28-*L1-S5	F2	P-lines N, W.
Rankin	L	0.4 NW	2550	2	27		Loose rocks. P-line S; hill N. Use strips.
→ " Kincaid Ranch		6.7 WSW; hwy S					ABANDONED.
Raymondville, Cde	L	3 SE; hwy N	34	1	15		P-lines N, S. Use strip.
" Fox	P	1 WSW; RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Redford	L	1.5 N; riv SW					ABANDONED.
Red Springs, Arledge Rch	L	2.8 NW; hwy S	1400	1	21		Cattle on fld.
→ Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line N, NE, NW. Use strips
Rio Grande City	L	1 E; RR S	200	2	20		
" Continental Oil Co.	L	17.5 NE	450	3	25		side rnwys.
Roaring Springs, Buzz	P	2.3 NNE; hwy W	2600	2	29-S1	F1	P-line SW, Rolling. Ctn-Golf course
Robstown	L	1 SW	77	4	h16		Asphalt broken ruf.
→ Rockdale, Coffield	L	2.3 SSE; RR W	470	1	h36		Use rnwy. Unattended.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	20		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE; hwy W	106	3	24-S5	F1	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
" Whitefield	L	3 SSE	1955	2	21	(F1)	Unusable after rains. NNW blkd.
Round Mountain, West Rch	L	9 WNW	1300	1	h37-*L4		
Royalty, Bentley	L	1 NE; hwy W	2530	1	16		Use strip.
Ruidosa	L	1 ENE	3000	1	13		Draws each end of strip. Use strip.
Sabinal, McCullough	L	14.2 NNW; hwy E	1400	1	42		P-line NNW.
" Wieboldt #1		6.3 W					ABANDONED
" Wieboldt #2		1 N; hwy N					ABANDONED
Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		
(P) SAN ANGELO, Mathis	P	8 SSW; lk N	1915	4	h59-BL4-S5-W	F4	Use rnways.
" North Concho		1.7 W NW; riv W S					ABANDONED.
(P) SAN ANTONIO, International	P	7.8 N; RR SE	800	3	h54-BL4, 5, 6-S5-W	F4	2-way rdo rqrd ngt.
" Benham Hereford Farm		8 NE; RR W					(ABANDONED).
" Bexar County		7.1 SSW; RR NE				F3	ABANDONED
" Davis		6.7 N; hwy S					(ABANDONED).
" Lakefield	P	10 S; lk E, S, N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE; hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NW.
→ San Benito	P	1.5 E; RR, hwy SW	31	2	26-B-S3	81	P-line S. Use strips.
Sanderson	L	2 W; hwy N	2900	1	24	(F1)	Mtns sur fld. Bend in center.
" Big Canyon Ranch	L	16 NNE; rd N	3000	2	15		Use strips. Cattle-fld.
" Bullis Gap	L	24.8 SSW; riv SSE	2550	2	26		Mtns sur fld. Use strips.
" Coates Hq	L	36 NNE; rd E	2575	3	24		Mtns sur fld. Use strips.
" C. C. Mitchell Ranch	L	13.2 NNW; hwy E	3100	1	16		Cattle on fld.
" J. C. Mitchell Ranch	L	28 NNE; rd E	2975	1	23		Use strip.
San Marcos, Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
" Thompson	L	2 SE; riv NE					ABANDONED.
→ Santa Elena, Diamond O Rch	L	5.5 SW; hwy E	310	1	36		1000' overruns each end.
" Humble Kelsey	L	4.8 ENE	425	2	25		
Santa Rosa, Zacaweista	L	4 NE; hwy E	1200	2	32		
San Ygnacio, Corallitos	L	5.5 N; hwy W	350	1	50		
→ " La Perla		11.5 N; hwy E					ABANDONED
Saragosa, Rowe Farm	L	1 SW; hwy E	3150	1	19		
Seadrift	L	0.8 NW; hwy E					ABANDONED.
Seguin	P	3.3 WSW; riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Seymour		1.3 SE; hwy N					ABANDONED.
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Ind unhilltk-off downhill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE; hwy W	4400	3	28		Use strips
(PC) Shamrock	P	1.3 SSE; hwy W	2323	2	26-BL4	(F1)	
→ Sherman	P	1.4 SE; hwy N	749	2	h40-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Shiro, McBride	L	2 NW; RR S	330	2	22		ABANDONED
→ Sierra Blanca, Steiler Rch	L	5.6 NNE; rd W	4550	2	27	(80)	Unattended. Emerg. only. Use strips.
Silver, Lazy X Ranch	L	4 NNW; rd E	2110	4	18		Hill E. Cattle-fld. Soft when wet.
→ Silverton		1.8 ESE; RR W					ABANDONED
→ Sinton #1	L	1.3 E; hwy S	50	3	35-(S5)	(F3)	P-line S. Cattle on fld. Dusting operns only.
Sinton #2	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		
Slaton		2.5 NNE; hwy W					ABANDONED
Smithville	L	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld. Rolling. Use strip.
→ Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
" Winston	P	2.5 SW; hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Allison Ranch	L	11.6 E	2350	3	25		Soft when wet. Cattle-fld. Rolling.
" Copeland Ranch	L	15.7 NE	2360	2	31		Unattended
" Halbert Ranch	L	4.4 NW; hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW; RR SE	3104	1	28		SW blkd.
" Greever	L	7 E; rd N	3075	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4 E; rd N	3080	2	20		N blkd; theatre W end E/W Strip.
Spofford, Anacacho Ranch	P	8.1 ENE; rd N	1080	2	66		
" Flying X Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Spur	L	2.2 S; RR N	2363	3	27-*L4		Bcn prior req.
Stamford, Arledge	P	5 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only.
Stephenville	P	1.5 E; hwy W, SW	1310	3	30-*L4-S5	F2	Ruf.
Stowell, Jones Park	L	1.2 NNW; hwy E					ABANDONED
Stratford	L	1.8 NE; hwy NW	3700	4	41		E, SE blkd; p-lines NW, NW.
Strawn, Copeland Ranch		1.6 S; hwy E					ABANDONED
Sudan	L	1 S; hwy E	3778	1	19		Use strip.
Sulphur Springs	L	1.9 NW; RR S	472	3	35		Unattended.
Sutherland Sorings	L	0.7 NNW; RR NE	450	3	20		P-line NE. Soft when wet.
Higgins Grass Farm							
(AF) SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F3	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnways.
" Double Heart Ranch	L	9.5 SSE	2540	3	22		P-line NW.

h-paved rnways. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Taft, Worsham	P	0.8 ENE; hwy S	54	3	19-S3	F1	E, W, NW blkd.
Taylor	L	2.2 WNW; hwy S	520	2	h21		Unattended
← Teague, Gage	L	1 N; RR, hwy SW	506	1	18-S3	F1	Unattended.
(PC) TEMPLE, Draughon-Miller	P	5.5 NW; hwy SW	698	3	h50-BL4-S5	F4	Use Rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd, N/S Strip ruf, short.
" Menchin Ranch	L	11 NE	3400	1	18		Mtn ENE. Use strip.
" Rosillas Ranch	L	28.5 ENE	2950	1	14		Strip used as road. Caution - rutted.
" Stillwell	L	4.4 E; riv E	2010	2	14		
(PC) Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W; hwy, RR S	500	1	23	F1	P-line SSE.
Texarkana		6 W; RR; hwy N				F3	ABANDONED if,
Texas City, Gulf Coast	P	2.8 WNW; lk N	7	3	23-S5	F1	N blkd, Use strips.
Texon, Parker	L	2.3 W; RR, hwy N	2700	4	32		Ctn-golf practice on E/W strip. Use strips
Throckmorton, Woodson Oil Co.	L	3.5 NW; rd W	1450	1	15		Caution - weeds, ruf.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
" Wheeler Ranch	L	2 N; hwy E	300	1	29		
Toyah, Burchard	L	5.4 WNW; rd S	3090	2	h32		
Truscott, J. Y. Ranch	L	11.7 W	1650	3	17		
" 7L Ranch	L	19.4 WSW	1760	3	30		P-line N.
Tulia	L	1.5 NNW; hwy W	3500	3	33	(F1)	Cattle on fld. Use strips.
← " Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Cattle-fld, Use strips, Wet during irriga-
" Foster Ranch	L	17.4 SSE	3350	2	22		Emerg only. E blkd. tion, P-line E, NE.
" Vaughn Farm #1	L	4 WSW; hwy N	3440	4	26		NNW blkd; p-line SSE. N/S Strip in cultiv.
" Vaughn Farm #2	L	18 SW	3540	4	40		N blkd; p-line NW.
Turkey	P	2.7 SSW; hwy E	2350	2	27	F2	Cattle on fld. Use Rnwys.
(P) TYLER, Pounds	P	5.5 W; hwy N	544	3	h51-BL4-S5-W	F4	Acft above 50,000 lbs rstd to Rnwys 4-22.
(PC) Uvalde, Garner	P	2.7 E; hwy NW	940	3	h37-BL4-S5	F1	Rough.
" Kincaid Ranch	L	12 ESE; riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW; mtn W	4700	1	20		Cattle on fld.
Vanderpool, Haby Ranch	L	8 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC) Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE; RR S	3955	3	h60-BL2		Use rnwys.
Van Horn, Gifford Hill	L	9 WNW; RR N	4600	1	26		P-line ESE.
" Looney Ranch	L	35 NE; rd E	4400	3	18		W blkd.
" Munn Bros. Ranch	L	20.7 NE	4200	2	21		WNW/ESE Strip short. Use strips.
" Walker Wells Ranch	L	44.5 NNE, mtn SE	3900	3	18		Cattle on fld.
Velasco, Baugh		0.8 NW; hwy SW					ABANDONED
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW; hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW; lk S	515	3	h57-BL4-S3-W	F4	Use Rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE; RR SW	130	2	16		SSE blkd. Cattle-fld. Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW; lk W	950	1	30		Cattle on fld, Gulley S.
Water Valley, Skeet Ranch	L	13 SW	2330	3	28		Use strips
Waxahachie, Stockham Dusting	L	1.5 SSW; hwy E	606	1	19-S3	F1	Unattended.
← Weatherford	L	1 W; hwy N	1179	1	33-*L4		80 oct. on req. Unattended. Ruf N end.
" Gaare	L	3.2 SSE; RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
(PC) Wellington, Marian	L	1.6 ESE; hwy W	2010	3	29-B		Bcn inop after 2400. N blkd. Use strips. Use only N/S Strip when wet.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	Embank. N, E, S. No storage.
Wheeler, Holt	L	1.5 NE; hwy S	2480	3	25		Cattle on fld, Rolling, ruf.
Whitney		1.8 SSW					ABANDONED
← " Laguna Park	L	7.5 SW; dam E	590	1	19-(S3)		Unattended. Use strip
← " Lake Edge Harbor		See Lake Whitney-Cedar Creek Airport under New Airports.					
Wichita Falls, Gilchrist	P	7 WNW; RR S	1020	4	26-*L4-S5	F1	P-lines N, E, S, SW. Use strips.
" Kickapoo	P	3.1 SSE; hwy W	985	2	h20-L4-S5	F3	2700' strip avail.
(AF) " SHEPPARD AFB)	P	5.8 N; hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35C, 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Rch	P	2.4 NNW	1000	1	h26	F1	
(P) Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3	F3	Rnwy 17-35 clsd ngts.
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N, Cattle-fld, Ruf.
Winters	L	2 NW; hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
Woodson		1 SW; hwy S					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
NEW AIRPORTS (or airports out of alphabetical alignment)							
Anson, Steen	L	2.5 NE; hwy W	1700	1	20		
Haskell, Paint Creek Plant	L	10.8 ESE; dam SSE	1440	1	18		Use strips.
Houston, H&H Guest Ranch	P	12 mi N	82	1	40		
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	No sto, P-line W, N.
Dallas-Flyers	L	7 SW	680	2	34-S5	F1	P-line S end N/S Strip.
Ft. Stockton, Skevington	L	38 S	3820	2	30		
Port Lavaca, Reikert	L	1.5 SW	17	2	18		
Amarillo-Palo Duro	P	4 S	3636	2	25-S5	F1	Fence SW.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on field.
Sugarland, Hull	P	1 NW	99	1	51-S5	F1	
San Marcos	L	3 S	630	2	34		Irregularly attended
Whitney, Fisherman's Inn	L	3.5 SW	590	2	40	F1	
Corsicana, Allison Ranch	P	3 NW	410	4	h27-S3	F2	4000' strip avail.
Eastland	L	1 NE; RR S	1480	1	30		
Dallardsville, Big Sandy	P	4 E Big Sandy	185	1	21	F1	
← Smithfield, Mangham	P	1 SE	600	3	35	F2	N, NE blkd. P-line SW.
← Converse, Hedrick	P	8.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
← Harwood	L	0.5 S		1	20	F1	Unattended.
← Irving, Jap Lee	P	3.0 N	520	3	17	F1	
San Augustine, Fairway Farm	P	4.0 SSE	380	1	36	F2	
Eagle Pass, Barnard Ranch	L	9.0E; hwy S	865	2	h35		INACTIVE. Cattle on fld.
Lake Whitney, Cedar Creek	L	3.1 WNW; Lk W	590	1	30		P-line N. Loose rocks S end.
UTAH							
(PC) Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S; hwy E, S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC) Brigham City	P	3 NW; RR S	4220	3	37-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon, 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W	F3	Strip - ruf.
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW; hwy E	4860	1	31		
(P) CEDAR CITY	P	2.3 NW; RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P) Delta	P	4.3 NE; hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Dragerton	L	3.7 WSW; RR N	5750	1	41		Soft when wet.
(PC) Duchesne	L	2.2 NNE; riv W	5833	3	51		
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. discont'd.
(PC) Fillmore	L	2 WSW; hwy SE	4988	2	60		Cattle on field.
Garrison	L	3.1 NNW; rd E, SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tk-off N, ind S. Use at own risk.
Grantsville	L	0.8 S	4420	1	31-S1	F2	Ruf. Use at own risk.
Hanksville, 54, LAX-DEN	P	3.7 NNE; riv S	4480	2	63-BL4-W		N/S Strip ruf. N end soft when wet.
(PC) Heber-Valley	L	1.8 SSW; hwy NW	5632	1	h44		Rgt tfc rnwy 21.
Howell	L	2 S	4480	1	28		P-line N. Soft when wet.
Huntington	L	3.5 NE; hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC) Hurricane	L	2.5 SSW	3347	2	h34		Mountain E.
(PC) Junction	L	1 NNW; hwy E	6074	1	38		
(PC) Kanab	L	2.5 S; hwy E	4856	2	h53		Caution - strip soft.
Loa, Wayne Wonderland	L	3.4 SE; hwy NE	7000	2	58		Soft when wet.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW; RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E/W Strip rolling, ruf.
Manti-Ephraim	L	5 N Manti; RR SE	5500	2	35		Ctn-NNW/SE strip poor - use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
Midvale		3 WSW; RR S					ABANDONED
(P) Milford, 45, LAX-SLC	P	2.3 NNW; hwy E	5040	1	h50-BL4-W		
(PC) Moab, Grand County	P	7.7 SE; hwy W	4934	1	h47-S5-U	F4	
Mount Pleasant	L	1.5 SSW; RR NW	5857	1	47		Soft when wet. Use strip.
(PC) Nephi	L	2.5 NW; RR E	5010	2	h47		Caution - loose gravel.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
" -Air Park		4 S;hwy NE					(ABANDONED).
Parowan	L	1.8 NNE	6000	2	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-BL4-S3	F2	
Promontory Point, 3, SLC-PDT W	P	0.3 NW;RRE, S,	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW;RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6 SE	2887	2	h50-BL2,4		
(PC)Salina-Gunnison	L	5.5 NNE Salina	5170	2	h38		Strip ruf in spots.
(NG,N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7, S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW;hwy N	4243	3	42-S5	F2	P-lines N, NNW.
Sandy, Alta Air Park		2.3 E					(ABANDONED)
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rwny intsxn.
Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
Torrey	L	0.7 S;riv SW	6800	1	30		
(PC)Tremonton	P	1 W NW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy. E/W Strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
NEW AIRPORTS (or airports out of alphabetical alignment)							
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3400	1	35		Unattended.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Oljato	P	In town	4838	1	26	F2	
VERMONT							
(P)BARRE-Montpelier	P	3 W;pond 1.5 SW	1149	2	h40-BL4-W	F3	P-lines SSE, SW. Use rnwys.
(PC)Bennington	L	2.5 WNW;riv N	813	2	20		Grass areas soft-use gravel rnways
Bristol	P	0.7 W;riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,6-W	F4	Antenna SW 2-way rdo rqrd. ARPT OF ENTRY.
Canaan, Bunnell Farm	L	5 S;riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W;RR W	120	2	19-S1	F2	N,W blkd;p-line E.
Fair Haven	L	1.5 NNW; riv 1.5 W	370	1	18		INACTIVE. Soft when wet. P-line S.
Manchester, Equinox	L	1.5 ESE;RR N, W	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd. WSW.
Newport	P	3 SSW;lk NE	930	2	h40	F1	
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F2	Use N/S Rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-maybe cross-wind those times. Auto tfc WNW.
St. Albans, Point Hill	L	3.5 W;bay E	155	1	13		
(PC) St. Johnsbury	L	5.2 N;riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
South Shaftsbury, Dailey		0.7 NNE;hwy W					ABANDONED.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Thetford, Post Mills	SEE: Post Mills Airport, Vermont under "NEW AIRPORTS".						
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N;riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
East Berkshire	L	1 S	410	1	18		
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Alexandria		4.5 SSW;hwy E					ABANDONED.
" Beacon	P	3 SSW;hwy E	246	2	h23-B*L34,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW.
" Springfield		7 WSW;hwy S					(ABANDONED).
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Altavista		6.1 NE					ABANDONED
Arcola, Glascock	L	1 SW;rd SW,SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC) Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No opers Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd.
Bristol		3.5 ENE;RR NW					ABANDONED.
(PC)Charlottsville ALBEMARLE	P	7 N	639	1	h46-BL4-S3	F4	6000' strip avail.
(PC)Charlottesville, University of Virginia	P	5 ESE;riv E	300	1	35	F3	
Chester, Midway		2 E					ABANDONED
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2 WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	P	0.8 NE	1600	1	h17-	F1	2600' strip avail. Use strips.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1 SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Ant S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
Deltaville, Berryville		1 SW;riv S					ABANDONED.
(N)Driver, Monogram		2 WSW;riv W					(ABANDONED)
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE.
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	P	2.5 NW;RR S	325	2	20	F1	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE;RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1 WSW	480	1	26	(F1)	N,S blkd.
(PC)Franklin	P	2.3 NE;RR,hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5 S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
Gordonsville	P	2.9 NE;RRS,SE	475	1	20-S5	F1	
" 51, BNA-DCA		5 SSE;hwy S	438				Permanently discontinued.
Harcum	L	7 N Gloucester	85	1	38		
Harrisonburg, Hartman		0.9 WNW					(ABANDONED)
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F4	
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Ivor		0.2 SE;RR W					ABANDONED
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	L	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW;riv W	15	2	33-*L2	F1	Use rnwys when wet. / Ifn svc prior lndg
Lynchburg, Falwell	P	2.6 SE,lk SE	850	1	32		Ctn-land E to W, ctc LYN rdo for arpt
(P) " PRESTON GLENN	P	6.7 SSW;RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg
Manassas	M	2.7 NW;rd SW	250	2	21		Irregularly attended.
" Le Beau	L	1.5 SE;RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	17	F1	
" Lester		0.8 NNW;RR N					(ABANDONED).
" Morris		6.5 SW;lk 1 NE					(ABANDONED)
(N)Melfa Flight Strip	(Arpt now Navy Installation)						
" Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E,NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED.
New Market-Timberville	See: Timberville, Shen-Rock Airport under "NEW AIRPORTS".						
(PC)NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F4	
(P)NORFOLK	P	6 ENE;RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S,SE blkd.
" Glenrock		4.5 E					ABANDONED
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
Petersburg	P	6.2 WSW;riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	2700' strip avail. Soft-wet. Use rnwys.
" Cumberland		8 S;canal L,S W					(ABANDONED).
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
(NG)RICHMOND, Byrd	P	7.2 ESE;RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd. FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Central		2.5 ENE;hwy NW	172				ABANDONED
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (see Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Richmond, Parnell	P	4.8 S; RR E	120	2	27-S3	F1	
" Virginia State Police	P	4 SW; riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE Mun-Woodrum	P	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	P	0.4 SW	950	2	20	F	Rolling
South Boston, Tuck	L	3.1 ENE; RR S	410	2	27		
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S; hwy NW	20	2	25-S5	F1	P-line W. Use strips.
Staunton	P	4.4 NE; RR W					ABANDONED.
(PC)Tappahannock	L	0.8 SW; hwy S	30	1	h50		
Urbanna, Hummel	See Greys Point, under "NEW AIRPORTS".						
Warrenton, Zieger	L	4.1 S; rd E, NW	440	2	20		CLOSED.
Waverly	L	2.5 NW; hwy S	115	2	35-(S3)	(F1)	NW blkd; brush on NE end strip.
Waynesboro, Augusta		6 WSW; riv SE					(ABANDONED)
" Valley	P	3.7 WNW; hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	P	1 W; RR ESE	15	2	21-S5	F1	
(PC)West Point	P	2.3 ESE; hwy N	24	3	h50-L-S3	F1	
Williamsburg, College	L	3 NNW; RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N; riv WSW	90	1	18		ESE blkd, Ctn-high weeds
Winchester	P	3.4 SSE; rd E,S	700	2	30-S3	F2	Soft when wet.
Windsor, Garner	L	4.8 NNE; hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wellville, Dalton	L	1.4 NE; RRS	400	1	19		
(P)Suffolk	L	3.8 SSW	71	3	h50		
Chase City, Emiles	L	2.5 W	500	1	18	F1	Soft when wet, P-line N.
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE; lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters, Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE; hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW, Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW; hwy NE	158	3	h50-BL4-S4-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches P-lines SSE. Soft when wet.
Blockhouse-Sky Park	L	0.5 NE; rd W	1610	?	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW; hwy S	430	1	25	F1	Lnd SE; tk-off NW-apch SE poor. Weeds on NW end. Use strip.
Brewster	L	1 NE; hwy N	900	1	18		P-lines ENE, WSW. Rgt tfc ENE.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR 1.2 N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW; riv N	174	2	h50-L4-S3-W	F2	Code bcn, Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE; riv SE	1250	2	26		Ctn-Gun Club, P-line hill SW, Tk-off; indg Rnwy 16.
Cheney, Savage	L	0.7 WSW; hwy SSE	2400	1	25		Use at own risk. Ruf, Cattle-fld. Cattle-fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	P	3 SW; hwy NNW	2171	1	24-S3	F2	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1 E	850	1	30-S5	F2	WSW ruf, SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE Strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N,S.
Connell	L	0.8 SSW; RR NW	870	3	30-*L2		Caution-not maintd, Ruf.
Coulee City	P	2.2 E; RR W	1700	2	33-*L1-(S1)	(F1)	Open 0800-1730 sum.; intermittently wint
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip. Use strip.
Dallesport, The Dalles	SEE: The Dalles, Oregon						
Darrington		0.5 NW; RR E					Permanently Discontinued.
Davenport	L	0.9 WNW; hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW; hwy SW	2221	1	30		Closed winters-snow. Code bcn.
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WSW; hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-Mole holes.
(A)EPHRATA	P	2.8 E; hwy SW	1258	3	h73-BL4-S5-W	F2	CIVIL FACS ONLY.
Ewan, Rock Lake	L	2.3 NW; rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	E	1 SW; hy S	295	1	26-*L2-(S1)-U	(F2)	Rgt tfc WSW Hills S. No storage.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Glenwood, Flying L Ranch	L	1 NE; rd W	1900	1	23-(S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Draper Brothers	L	10.5 SSE; crk SE	1900	1	19		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE; hwy S	2100	1	18		
" Williams Grove	L	4 NW; crk E	2050	1	19		Use at own risk. Cattle-fld.
Graham, Struve's Port		1 N					Use at own risk. Cattle-fld.
Greenacres, Spokane Valley Sky Ranch		1.7 ESE; hwy N	2060	1	26		(ABANDONED)
Harrington		1.4 NNW; RR 1 SE					(ABANDONED)
" Valley Farm	L	4 ESE; rd N	2205	1	25		Stock on fld.
(P)HOQUIAM, Bowerman	P	2 W; harbor S, NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE; hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE; bay S	8	1	18		INACTIVE, Ctn-not maintd, Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Issaquah, Seattle Sky Rch		1.6 NNW; hwy S					ABANDONED
Kelso-Longview	P	1.8 SSE; RR SW	25	1	29-BL2-S3	F3	
Kennewick, Twin City		1.3 SE; RR E					(ABANDONED).
" Vista	L	4 W; RR SE	521	2	h35-*L4		Turf ruf.
Kent	P	1.5 SSW; RR E	30	1	29-S1	F2	Do not ind W side of strip children-playing.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE; rd W	1500	1	16		
Kittitas, Cameron	P	0.5 N, hwy S	1669	1	26-*L1-(S1)	(F2)	P-line NW, SW. Rd on strip. Use at own risk. Ctn-ruf.
Kilosan Beach Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-lines S, W, SW. Ctn-cars parked edge of fld, N end ruf, soft.
Lacrosse	P	2 SW; RR NW	1491	2	37-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW; RR SW	2520	1	26		Lnd NE; tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Clsd winters.
(PC)Lester	L	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by Mtns. Cattle-fld
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle-fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE; RR W	1400	1	14		SSW. Use at own risk. Rgt tfc SSW. Hill NNE.
Montesano, Summit	L	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Rch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW, tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW; RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1 W, RR, hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE; hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1 N; riv SE	1457	1	25		Ctn-loose sand. Cattle-fld.
Odessa	L	1.3 NNE; RR S	1725	1	23		
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S; hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-S5	F3	E/W Strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Packwood	L	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters. 20R open.
(PC)PASCO	P	2.8 NNW	401	4	h48-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft;
Pomeroy, Ferrell	L	1.7 ENE; rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co	P	3 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW; lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW; hwy ESE	110	1	33		W, WNW blkd; p-line ESE. Rgt tfc ESE. ARPT OF ENTRY.
(PC)Prosser, Beardsley	P	1 WNW; hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf, P-line NE. Theatre E.
(PC)PULLMAN-Moscow	P	3.4 ENE; RR S	2549	1	h49-L4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 800' & SSW 1000' extns fair
" -Valley	L	1.3 N; riv S					ABANDONED. Bcn & lgts oper
Quincy, Blanchett's		4.5 WSW					ABANDONED. sunset-2300.
Randle		0.5 E; hwy N					ABANDONED
" Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W; tk-off E.
(P)Renton	P	1.7 WSW; riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd lndgs xcpt
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW. hvy acft, Use rnwys.
Richland-C.A.P.	L	1.3 SSE; riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed except on prior permission.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE; RR E	17	2	h100-BL3,6-S5-W	F4	ARPT OF ENTRY.
" Gaffney's Lake Wilderness	L	2.2 SE; RR N	460	1	17		-3% grade ESE to WNW. Ctn-loose gravel. ESE apch poor. Hotel N.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Seattle, Lake Air Park		6.9 ESE;rd N					Permanently Discontinued.
" North Seattle		9.7 NNE;hwy S,W					ABANDONED
(P) " -TACOMA INT'L	P	10.5 S;hwy E	424	4	h85-BL4,6,7-W		2-way rdo rqrd, Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE;tk-off WSW.Use at own risk.
(N) " Mason County	P	2.5 NW;hwy ENE	278	2	h52-L4-S1	F2	CIVIL FACS ONLY,Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.
(PC)Skykomish	L	0.9 E;RR W	998	1	20		Clsd winters,Rgt tfc to W.
Snohomish	P	0.9 SW;RR,riv N	16	2	27-S5	F2	Rgt tfc SSE,S. NNW blkd;p-lines N,S,SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5-U	F2	S blkd.
(P) " Felts	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW Strip.
(N,AF,NG)" GEIGER	P	6 WSW;hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnways 3, 7, 34. Use rnways.
" Lemen		9.5 ESE;hwy N					ABANDONED.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf, Gopher holes.
Sprague	L	0.7 NE;RR S	2000	1	18		Use strip.
Sumas	L	2 E;hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E;rd S	756	1	h23-S1	F2	
Tacoma	P	4.4 W	375	2	23-L2-S5	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.3 ENE;riv SW	4	1	21-S1	F2	P-line,twrs E day mrkd,Rgt tfc W.
" Lakewood		6 SSW;lk SE					(ABANDONED)
" -Air-Park		2.9 WSW;lk W					ABANDONED
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
Tieton, Anderson's		1.3 NE;riv 1 N					ABANDONED
Tieton Reservoir, Tieton	See Rimrock, Tieton Arpt under "NEW AIRPORTS"						
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW;riv 1.5 E	1250	1	42		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N
Tono		0.8 WNW;RR S					ABANDONED
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE;riv S	1620	1	30		P-line ESE. Ruts.
Vancouver		5 NE					(ABANDONED)
" Evergreen	P	4.8 ESE;hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW;RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Lnd W NW; tk-off ESE.Cattle-fld Rolling,ruf.
(P)WALLA WALLA, City-County	P	3 NE;RR S,E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip. on fld.
Washtucna	L	1 S;RR SE	1000	1	39		Caution-fld surd by mtns.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60' center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy 1 S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE. P-line NE. Rolling.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Lnd NE, tk-off SW. Use at own risk.
Wilson Creek	L	0.5 ESE;RR S	1460	2	21		Ctn E/W strip soft, ruf. Ctn-drops 260' to W, NW.
Winthrop,intercity USFS	P	4 SSE;riv SW	1650	1	32		
" Pasayten USFS	L	38 NW;riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE.
(P)YAKIMA	P	2.8 SSW;RR 2 E	1077	3	h50-BL4-S5-W	F4	N/S Taxiway clsd,P-line N,S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wilbur,Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk,Lnd N,tk-off S.Use strip,Rolling,P-line N.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
Rimrock, Tieton	L	2.1 S;hwy N	2980	1	25		Ctn-lnd NE;tk-off SW.NE blkd.
Queets	L	0.7 SW;riv N	15	1	20		
Woodland	L	0.4 SE;riv E	35	1	20		Strip subject floods when riv high. Trees, SW blkd, bldgs NNW apch. Ruf.
Oakesdale, Ripley's Ranch	L	5.3 SW	2550	1	18		Ctn-brush
Eatonville,Swanson	L	0.7 NE; RR E,W	950	1	22		
(PC)Othello	L	0.7 NE;RR 1 W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(AF)Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	2 way rdo rqrd or prior clearance. No 91/96 oct. avail.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	P	2.6 N;hwys W	2325	1	28-S3	F3	Rgt tfc,Ridges N.
Belington, Audra	L	6 WNW;riv ict N					ABANDONED
Buckhannon, Lewis	P	2.1 W;RR N	1435	1	15-S1	F2	
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
(NG)CHARLESTON, Kanawha County	P	3 ENE;RR,riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Livestock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs Rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;bet RR,hwy	1987	2	h45-BL4-S3-W	F4	P-line SE,SW.
Fairmont	L	3 SSW;rd S,E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling.Ruf.
Franklin, Keller	L	1 SW;riv E	2100	1	25		Rolling.
Glendale	P	0.5 W;RR E	640	1	29-S3	F2	Ditch S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
Keyser	P	1 SW;crk,hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
Marlinton		1.5 NNE;rd N					(ABANDONED)
(P)MARTINSBURG	P	4 SSW;hwy NW	556	2	h50-BL4-S5-W	F4	Use rnways.
" North End		2.5 NNE;RR W					(ABANDONED),
Moorefield	L	1 NE;RR W	980	2	25		Rolling. WNW blkd.
(P)MORGANTOWN	P	2.8 ENE;hwys N	1256	3	h36-BL2-S1-W	F3	185' ext S end Rnwy 17-35 under const.
New Cumberland, Herron	P	4 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE Strips.
Parkersburg, Stewart	P	2.6 N;RR W	602	1	33-S5	F1	All way landing.
(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S5-W	F4	Caution-dip midway Rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1 E;riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
Philippi	L	4 S;hwy S	1900	2	15-*L1-(S5)	(F1)	
Princeton	P	1.7 SW;hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Reedsville, Arthurdale	SEE: Arthurdale Airport under "NEW AIRPORTS".						
Ronceverte, Boone	L	2 N;hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	1.8 SE;RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26-S1	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE;rd E,S	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW;riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2 E	1145	1	h21-S5	F2	
Welch	L	3.4 ESE;RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N;RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv 2 W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng. acft.
(PC)WILEY FORD,Cumberland	SEE: Cumberland Arpt, Cumberland, Maryland						
Williamson, Morris		3.5 NNW;riv W					(ABANDONED).
Winfield, Clark	P	6 SE;bet hwy,riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
" Honaker's	L	1.5 E;RR E					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
(PC)BECKLEY, Raleigh Co. Memorial	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
(P)HUNTINGTON, Tri-State	P	6.8 SW;RR W	828	1	h46-B*L6-S3	F4	
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line W NW.
BLUEFIELD, Mercer County	P	4 NE	2857	1	h?-BL4-S1-W	F3	No ngt operns.
WISCONSIN							
Antigo	P	2 ENE,hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE;RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE;RR E	727	2	22-S3	F2	Unattended winter months. Use strips.
Baldwin	L	0.5 W;RR N	1100	2	25-(S1)	(F1)	N,S blkd,p-line W.
Baraboo, Bell Aero	L	4 NNW;hwy W	980	2	35-S5	F1	Use strips only
Barron	L	1.1 ENE;riv W	1110	2	26-(S1)	(F1)	E,W blkd,Atnd Suns,Use strips.
Beaver Dam	P	1.7 W;lk N,E,W	910	2	27-S5	F2	Rolling.
" Midway	L	4 ESE;hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	23-S5	F2	
Black River Falls,Jackson County	L	2 E;RR W	855	4	28		W, NW, NNW blkd;p-line SW.
Boscobel	P	2 NE;RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW;lk W	1650	2	39-L4	F3	Clsd winters. Use strips. No sto.
Boyceville	L	0.5 E;hwy W	948	4	20-S1	F1	NNE/SSW strip clsd,P-lines N,NE,NNE.
Briggsville, Norlings	L	1.3 SW;lk N	830	1	24	F1	No fuel January, February. W,SSW irreg atnd, winters. Use strips.
Burlington, Wereley	L	1 SE;hwy NE	750	1	20-S1	F1	Rolling.
(PC)Cable-Union	P	2.5 SE;riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE;riv SW	627	1	25		Advise use tfc pat over river. S Use strips.
Cedarburg, Grob	L	2.3 N;hwy S	875	3	24		Do not lnd Strip 13 or tk-off Strip 31. P-line
Chetek	L	1.5 SE;lk N	1050	3	22-*L-(S3)	(F3)	N,NW blkd;p-line SE,S;ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford	L	1.2 NNE;RR E	1400	2	26-*L		NNE blkd.
(PC)Coloma	L	3 NW;hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE;RR,hwy N	840	1	16		Use strips,Sandy spots W end wet.
(PC)Cornell	L	2.5 E;hwy S,W	1143	1	22		
Crandon	L	2.2 SSW;lk E	1640	1	23	(F2)	Use strip.
Crivitz	P	3.3 WSW;dam 1 N	680	3	30-S1	F2	N,NW,SE,W blkd.
(PC)Cumberland	L	3 SE;lk NE	1230	3	22-(S1)	(F1)	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Dallas		0.7 SSE; RR W					ABANDONED
Delavan, Lake Lawn	L	2.3 E; hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd, E/W strip ruf.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW; hwy SE	800	2	26-S5	F2	
Eagle River	P	1.3 NW; riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W; bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P) EAU CLAIRE	P	3.5 NNE; riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW; bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC) Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC) Ephraim-Fish Creek	L	2 SW; hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW; lks E, S	1410	2	40	F2	N, SE blkd.
" Price Lake		13.7 SW; lk E					ABANDONED
Fond du Lac	P	1.9 ENE; hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC) Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Fredonia		1.2 ENE; hwy W					ABANDONED.
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd; p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg	P	2 NE	927	2	42-BL4-W		
(P) GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Green Lake		3.8 W					(ABANDONED).
Hager City, Red Wing	See Red Wing Arpt, Minnesota under "NEW AIRPORTS"						
Hales Corners	P	0.7 SSE; hwy W	770	1	21-S3	F2	Use strip.
Hartford	P	2 NNW					ABANDONED.
Hayward	P	2 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE; RR NW	880	4	23-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW; hwy E	807	3	h54-BL4-W	F4	
Kenosha	P	2 S; RR W	623	2	30-*L-S3	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc Rnwys 34, 2 L. Ruf. Ctn-Construction.
(P) LA CROSSE	P	5 NNW; riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bodi-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd
Ladysmith, Rusk County	P	5.5 ENE; riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE; hwy E	910	1	20		Unattended
Lake Mills	L	4.5 NW; hwy S	860	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.8 WNW; hwy N	1550	1	30-BL4-S5-U	F3	P-line N.
Lancaster, Vesperman	L	1 ENE	1100	1	18		S blkd. Ctn-services winter months.
LAND O'LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	C	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC) La Pointe, Madeline Island	L	1.2 ENE; hwy NW	646	1	28		
Lone Rock, Tri-County	P	2 NNE; hwy S	717	3	38-L2-S5	F2	Code bcn.
(AF, NG) MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4, 6, 7-S3-W	F4	Rds E, NE, 2-way rdo rcrd. Unlgtd TV ant, N; trees SW. Overrun lgts.
Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC) Manitowish Waters	P	1.2 SSE; hwy NE	1600	2	36-S1	F3	
Manitowoc, Kakuk	P	1.6 NNW; RR W	653	2	h38-BL4-S5-U	F4	
(PC) Marshfield	P	2.3 SSW; hwy E	1253	2	h26-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L1-(S1)	(F1)	
Medford	P	1.8 NNE; hwy W	1410	2	16-S1	F2	Not maintd winter months. Use strips.
" Taylor		2 SE; riv NW			(ABANDONED)		SW blkd.
Menomonie	L	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, S W, W, NW blkd; p-line N, SE.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
Milwaukee, Brown Deer		10 NNW; hwy N					ABANDONED.
(PC) " Curtiss Wright	P	6 NW; riv 1 W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S; RR E, W	698	4	h67-BL4,5,6-S5-W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4600' open all acft days. Rgt tfc Rnwys 1, 6.
(PC) " Maitland	P	3 ESE; riv S	588	1	h29-S1	F2	Rgt tfc N.
" Sky Haven	L	8 WNW; hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd transient acft. Not maintd wint. mos.
Minocqua	P	3.3 S; hwy W	1590	4	37	F2	E, W blkd. Use strips. Ltd at own risk.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-ditch E side N, S strip
Montello, Myrland Farms Skylodge	L	1.5 NNW; lk W.	850	1	21-(S1)	(F2)	Closed Dec., Jan., Feb. NW blkd.
Nekoosa, Larry's	L	2.5 SW	950	4	30	F1	Use at own risk.
Neenah, Valley	P	3.9 SW; hwy E	760	1	21	F3	P-line E. Rolling. Use strips
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line SE. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE; hwy N, S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	802	2	21-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE; bet RR, hwy	700	2	25-S1	F2	P-lines NE, SW, NW.
Omro, Reds	L	3 N; RR 1 E	800	2	18-*L		Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
(PC) Osceola	L	0.5 SE; hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC) OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	4	h48-BL4-S5-W	F4	S blkd; p-lines N, NE, E. Rgt tfc tk-offs rnwys 4, 9.
Palmyra	L	0.5 NW; hwy E	854	1	21		
Pardeeville	L	0.6 SW; RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S, NW blkd; p-line SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E; hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1-U	F2	Ctn-parked acft S. Use strips.
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplin's	P	1 NNW; RR W	868	1	22-S5	F2	P-line W hill E. Use strip.
Portage	L	1.7 SSW; crk N	780	1	24		Unattended.
" Mael	P	1.6 NW; hwy W	820	2	30-S3	F2	P-lines S, W.
" -Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR 1 SW	780	1	24		
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23	F2	N blkd. P-lines SE.
(PC) RHINELANDER-Oneida County	P	2.2 WSW; riv SE	1599	2	h39-BL4-S3-W	F3	Use runways.
Rice Lake	L	3.9 NNE; lk W	1150	3	35		SW, W blkd; p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE; lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE; hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE; RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW; riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW; hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE; hwy W	640	1	19		
(PC) Shawano	P	2.3 ENE; RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant, W. Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N, E, S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC) Siren, Burnett County	P	2.6 NNE; hwy E	988	4	h39-BL4-S5	F2	W blkd.
Sparta-Angelo	L	2.2 NE; RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet, Not maintd winter months.
(PC) Spooner	L	5 NE; RR 1 NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	87	Use strips. Rolling.
(PC) STEVENS POINT	P	3 NE; hwy W	1107	2	h49-BL4-S5	F3	Use rnwys.
Stoughton, Nelson	P	1 E; hwy N	880	2	20-S1	87	Use strips.
(PC) Sturgeon Bay, Cherryland	P	2 WNW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC) Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lakes (new)	L	2.5 ESE	1637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW; riv N	1450	3	30		Rgt tfc W, SW. No lndg to NW, SE blkd; p-line SSW. Ltd at own risk.
" Werner							ABANDONED
Valmy, Felhofer Bros.	P	0.5 S; hwy N					ABANDONED.
Watertown	L	1.2 S; riv W	820	3	h28-BL4-S5	F2	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-L4-S5-U	F2	S blkd.
(PC) Waupaca	L	4 ESE; riv N, E	860	4	28-(S3)	F2	Atnd wk-ends. Use strips-wet
Waupun	P	2 WSW; hwy N	915	3	25-S3	F2	P-line N, S ilos W, E, W strip ruf. Soft-wet.
(P) WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC) Wautoma	L	2.3 SSW; lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
Sky Ranch	P	7.2 NW; hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip.
Wild Rose	M	2.5 NE; riv N	990	2	34		P-line N. Rolling
Wonewoc, Castle Rock	L	1.1 NNW; hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	P	3 W	1600	2	38-S5-U	F3	W blkd.
[NEW AIRPORTS] (or airports out of alphabetical alignment)							
Ojibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Lily		0.8 SE; hwy S					(ABANDONED).
Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft N blkd. Rolling.
Minong, Hultquist's Sky Resort	L	1.0 W	1180	1	24	F1	Apch blkd by trees.
			960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLSD WINTER. Rolling.
De Pere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W, N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6 NNW; crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt	L	9 N; lk W	4830	1	18		Use with ctn.
(AF, NG, A) CASPER, Natrona Co.	P	7.5 WNW; hwy SW	5348	4	h90-BL4,6,8-S5-U-W	F4	All tfc avoid Wardwell Fld tfc pat.
" Wardwell		5 NNW; hwy E					ABANDONED

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12 Jun 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				WYOMING			
(NG)CHEYENNE	P	1 N;hwy W	6156	3	h91-BL4,6,7-S5-W	F4	Avoid hospital E. Overrun lgts.
(PC)Cody	P	2 ESE;hwy S	5096	2	h54-BL4-S5-W	F3	
Cokeville	L	2.5 SSW;riv E	6250	2	45	(F1)	
Cowley	L	2 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL2,4-S5-W	(F3	
Dull Center, Sherwin #1	P	8.4 NE;riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on fld winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwyE	4338	3	54-S5	F2	Ctn-peak W.
" Arpk	L	1.7 ESE;RR N	4500	3	37		INACTIVE, NW blkd.
(PC)GREYBULL	P	2 NW;hwy S	3933	2	51-BL4-S5	F3	
Guernsey	L	0.5 SE;RR N	4375	2	32		Ruf, N/S strip rolling.
Hyattville	L	4.4 W;crk S	4400	1	27		
JACKSON	P	9 N	6438	1	57-S1	F3	Wea. avail June 15 thru Sept 15, Corral
Kemmerer	L	1.5 NNW;RR S	7282	3	71-BL2		
Lander, Hunt Fld.	P	1.5 S;riv W	5586	1	h49-B*L4-S1-W	F2	
(P)LARAMIE, Brees	P	4 W;hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld
Lingle	L	1.2 N;hwy E					ABANDONED.
Lovell	L	1 SE;hwy W	3850	1	25		CLOSED, SW blkd.
Lusk	P	2.9 E;RR,hwy S	4960	1	49-S5	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE, Ruf off strips.
(PC)Newcastle, Mondell	P	6.2 WNW;RR N	4165	4	h45-B*L4-S1	F1	P-lines N, E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pine Bluffs		4.2 WSW;hwy 1 S					(ABANDONED).
Pinedale	L	6 SSE;hwy N	7200	2	45		
(PC)POWELL	P	8 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR,hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5476	4	51-BL4-S1	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2 SSW;crk N	4021	2	h60-BL4-S5-W	F3	
Sundance, Schloredt	L	1.8 SW	4800	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S;rd NE	4250	1	23		
Thayne, Humpherys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE, Use at own risk.
Thermopolis	L	1 N;hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	P	4.2 S;hwy W	4350	4	37-S1	F1	S,W blkd;n-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4254	1	h52-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Worland, Wostenberg	L	4 E;hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
				PUERTO RICO			
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5W;RR S	75	1	h35-S1	91	Use rnwy
MAYAGUEZ	P	4 N;RR W	29	1	h42-L2-W	F1	
Ponce, Mercedita	P	3 E;rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INT'NL	P	6 ESE;Ocean N	9	1	h78-BL6-W	F4	
SAN JUAN- Isla Grande	P	2 S;bay W	11	1	h53-BL4-S3-W	F4	
SANTA ISABEL	P	1 E;RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1 W;RR W	50	1	30		W blkd.
				VIRGIN ISLANDS			
ST. CROIX, Christiansted, Hamilton	P	5.5 SW;Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2 W	10	1	h42-BL4-S1-W	F3	Hill E 100' extreme eastern end Rnwy 9-27 closed-marked. Ngt landings W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequences available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --- -.-. ... (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight

(12 Jun 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportation, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable	-	suitable for ILS back course approaches
Restricted	-	not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches
Unusable	-	not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particulary cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

✓ NON-STANDARD HOLDING PATTERN: The following non-standard holding pattern is established and shall become effective June 28, 1956:

(1) KINGSVILLE, TEX. VHF INTSXN - direction of holding - S on Alice, Tex., VOR 162° mag radial (inbound course 342° mag); direction of turns - LEFT; time - two minutes; minimum altitude - 1300'.

✓ AERONAUTICAL CHART CORRECTIONS: Correct the following Aeronautical Charts as indicated:

(1) JN-44, 3rd Civil Edition, dated March 15, 1956; add boundaries of Eastern ADIZ as follows:

(a) A line from eastern edge of chart at 37-30, 93-33; to 37-30, 94-15; 38-23, 95-08; 39-20, 95-10; to northern edge of chart at 39-57, 95-30.

(b) A line from eastern edge of chart at 36-00, 93-57; to 36-00, 95-15; to northern edge of chart at 40-11, 97-18.

Area between lines (a) and (b) label "Eastern ADIZ"; northeast of line (a) label "Eastern Defense Area"; and southwest of line (b) label "Central Open Area".

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 6, dated May 29, 1956, as follows:

(1) Page 4 - CIVIL AIRWAYS: Item (19) Correct to read: VOR civil airway No. 165 (Long Beach, Calif., to Coalinga, Calif.), is amended to read: "From the Long Beach, Calif., omnirng stn via the intsxn of the Long Beach omnirng 346° True and the Palmdale omnirng 200° True radials; Palmdale, Calif., omnirng stn; point of intsxn of the Palmdale omnirng direct radial to the point of intsxn of the Bakersfield, Calif., omnirng 210° True and the Coalinga, Calif., omnirng 153° True radials with the Bakersfield, omnirng 149° True radials; Bakersfield, Calif., omnirng stn; to the Coalinga, Calif., omnirng stn."

(2) Page 6 - On-Request Reporting Points: Under "Designate"; Item (19) correct to read: PORT MADISON, WASH. INTSXN - the intsxn of the 356° mag radial of the Olympia, Wash. VOR and the 308° mag radial of the Seattle, Wash. VOR.

Item (21) correct to read: ROSEDALE, WASH. INTSXN - the intsxn of the 356° mag radial of the Olympia, Wash. VOR and the 225° mag radial of the Seattle, Wash. VOR.

Item (25) correct to read: TULALIP, WASH. INTSXN - the intsxn of the 356° mag radial of the Olympia, Wash., VOR and the 146° mag radial of the Bellingham, Wash. VOR.

(3) Page 9 - Minimum En Route Altitudes, Amendment Number 3; Correct effective date to read: July 1, 1956.

C.A.B. "NEAR COLLISION" REPORTING PROGRAM: The Civil Aeronautics Board's "NEAR COLLISION" Reporting Program was inaugurated May 1, and "NEAR COLLISION" questionnaire forms are now being distributed throughout the entire industry. Pilots experiencing a "NEAR COLLISION" incident are requested to use one of these questionnaires to report the circumstances to the CAB. These reports will be anonymous and will be handled as confidential material. If forms cannot be obtained through normal organizational channels, or are not available at the nearest airport, write to the Civil Aeronautics Board, Washington 25, D. C., Attention: B-90, for a copy. (12 Jun 1956)

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albany	Burlington	Twin Cities
Aroostook	Duluth	WAC 186
Boston	Lewiston	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are released dates

Bellingham	5-29-56	WAC 268	5-29-56	Seattle Local	5-22-56
Pocatello	5-22-56	WAC 304	5-29-56		
Spokane	5-25-56	WAC 364	5-22-56		

Instrument Flight Charts
released since May 21, 1956

AL 81 RNG	Chicago Midway Arpt.	AL 81 ADF-1	Chicago Midway Arpt.
AL 83 RNG	Cincinnati-Lunken Arpt.	AL 81 ADF-2	Chicago Midway Arpt.
AL 105 RNG	NAS Dallas (Hensley Fld)	AL 134 ADF	El Paso Intnl Arpt.
AL 108 RNG	Patterson Fld/Wright Patt. AFB	AL 166 ADF	Chicago Intnl (O'Hare) Arpt.
AL 115 RNG	Lowry AFB	AL 207 ADF	Imeson Arpt.
AL 134 RNG	El Paso Intnl. Arpt.	AL 213 ADF	Kansas City Arpt.
AL 146 RNG	Lawson AAF	AL 237 ADF	Los Angeles Intnl. Arpt.
AL 160 RNG	Carswell AFB	AL 239 ADF	Standiford Field
AL 176 RNG	Malstrom AFB	AL 246 ADF	Grenier AFB
AL 178 RNG	Greensboro-High Point Arpt.	AL 262 ADF	General Mitcehll Field
AL 213 RNG	Kansas City Arpt.	AL 269 ADF	Quad City Arpt.
AL 262 RNG	General Mitchell Field	AL 358 ADF	Sacramento Arpt.
AL 269 RNG	Quad City Arpt.	AL 384 ADF-1	Boeing Field
AL 377 RNG	Orange County Arpt.	AL 384 ADF-2	Boeing Field
AL 389 RNG	Perrin AFB	AL 435 ADF	Moody AFB
AL 409 RNG	Shaw AFB	AL 512 ADF	Clovis AFB
AL 435 RNG	Moody AFB	AL 626 ADF	Boston-Bedford (Hanscom)Arpt.
AL 436 RNG	Elgin AFB	AL 631 ADF	Fort Smith Arpt.
AL 452 RNG	NAS Whidbey Is. (Oak Harbor)	AL 794 ADF	George AFB
AL 687 RNG	Rawlins Arpt.	AL1500 ADF-2	Anchorage Intnl Arpt.
AL 81 ILS	Chicago Midway Arpt.	AL 37 VOR	Harbor Field
AL 134 ILS	El Paso Intnl Arpt.	AL 71 VOR	Carlsbad Arpt.
AL 166 ILS	Chicago Intnl Arpt.	AL 81 VOR	Chicago Midway Arpt.
AL 207 ILS	Imeson Arpt.	AL 82 VOR	Childress Arpt.
AL 213 ILS	Kansas City Arpt.	AL 106 VOR	Love Field
AL 237 ILS-1	Los Angeles Intnl Arpt.	AL 134 VOR	El Paso Intnl Arpt.
AL 237 ILS-2	Los Angeles Intnl Arpt.	AL 164 VOR	Galveston Arpt.
AL 239 ILS-1	Standiford Field	AL 213 VOR	Kansas City Arpt.
AL 239 ILS-2	Standiford Field	AL 218 VOR	McGhee-Tyson Arpt.
AL 262 ILS	General Mitchell Field	AL 237 VOR	Los Angeles Intnl Arpt.
AL 269 ILS-1	Quad City Arpt.	AL 239 VOR	Standiford Field
AL 269 ILS-2	Quad City Arpt.	AL 322 VOR	Sky Harbor Arpt.
AL 358 ILS-1	Sacramento Arpt.	AL 358 VOR	Sacramento Arpt.
AL 358 ILS-2	Sacramento Arpt.	AL374 VOR	NAS North Island
AL 631 ILS	Fort Smith Arpt.	AL 384 VOR-1	Boeing Field
AL1500 ILS	Anchorage Intnl Arpt.	AL 384 VOR-2	Boeing Field
AL 74 ADF	Williams AFB	OP 182	Greenwood Municipal Arpt.

RF/VOR 1, 2, 7, 9, 10 and 11X
RF 104, 105, 106, 107, 108, 110, 111, 112 and 114.
L/MF Terminal Area: Jacksonville, Los Angeles, Memphis, Philadelphia, Seattle, St. Louis, and Washington.
VOR Terminal Area: Atlanta, Chicago, Cincinnati, Cleveland, Dayton, Detroit, Jacksonville, Los Angeles-Burbank, Memphis, New York, Philadelphia and Washington.

Alaska RF Check List
Alaska RF Legend

NEW CHARTS

AL 1 VOR/DME	Abilene Mun. Arpt.	Abilene, Texas
AL 115 VOR	Lowry AFB	Denver, Colo.
AL 928 VOR/DME	Easterwood Field	College Station, Tex.

DISCONTINUED CHARTS

AL 19 ADF-2	Amarillo Air Terminal	Amarillo, Tex.
AL 570 ADF-3	Greater Pittsburgh Arpt.	Pittsburgh, Pa.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution - auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked.

★BIRMINGHAM-RADIO: June 7, trans 255.4, trans & rcvr 121.5 , 243.0 mc cmsnd. Rcvd too late for ANRA page. About July 15, VOR will be shut down. (6-7)

BIRMINGHAM ARPT: Caution - traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (4-8)

CLANTON-GRAGG ARPT: Closed - const. (3-21)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

GUNTERSVILLE ARPT: Closed. (3-26)

HUNTSVILLE-RADIO: VOR radials 006°-030° unusable due to roughness and bends. About July 16, VOR will be shut down until approx Sept. 17.

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

MOBILE-RADIO: About July 16, VOR will be shut down until approx Sept. 17.

**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

ARIZONA: SPECIAL NOTICE: Until July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)

AJO ARPT: Beacon and lights inoperative. (4-3)

COCHISE-RADIO: VOR/DME flgt-checked, opern normal. Coverage 015°-045°, 30 n mi 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°,30 n mi; 235°-255°, 35 n mi at MEA.

DATELAND-SPECIAL NOTICE: Captive balloons anchored on 1500' cables will be flown 1700M Mondays thru 2400M Thursdays at Dateland and Gila Bend Aux AFB, Ariz., for approx 6 weeks. Extreme caution advised-low altitudes near these lctns. (3-12)

ARIZONA: GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA.
★PHOENIX-LUKE AFB-RADIO: USAF VHF/DF decmsnd.
PHOENIX-SKY HARBOR ARPT: Closed to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager.
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE # 27B, LAX-PHX: Closed.
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed.
TUCSON-RADIO: May 1, VOR/DME shut down until approximately June 15.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF- steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'.
**WINSLOW ARPT: Obstn lgts installed on radar antenna lctd 6.5 n mi NW (300 T) at lat 35-04-45, long. 110-49-48, approx 20' below top of the dome.
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA.
YUMA -COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.
ARKANSAS: EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°.
FAYETTEVILLE-RADIO: VOR shut down until approx July 11 - modernization.
FT. SMITH ARPT-TOWER: Soon twr will be cmsnd as combined stn/twr. Trans freq: 269 kc; 118.3 mc, 121.5 mc, 126.18, 257.8, 243.0 mc. Revs: 3023 5 kc, 118.3, 121.5, 122.5, 125.18 mc. Trans & rcvr 121.9 mc ctl mobile gnd tfc. Class: C(g).
HARRISON ARPT: N/S, new NW/SE rnwys clsd- const. Field closed nights.
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - construction.
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness.
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys.
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. May 28 VOR/DME shut down until approx August 1. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz; V-135 Needles to Yuma, Arizona.
CAMARILLO-RADIO: All courses have multiples.
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad inreliable below 8500'. Opers 0700-1600 Mon-Fri training status only.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness in all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy rads flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines Rnwys 29-11 and areas N and E of airport.
FULLERTON ARPT: Attended daylight hours only.
FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy closed to all operns-mrkd. Entire fld closed to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution.
KLAMATH-McBETH ARPT: Closed.

CALIFORNIA: LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. ILS and LF rng during VFR conditions heavy simulated instrument apch traffic.
**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. N 800' apch end rnwy 16L permanently closed. Rnwy 12-30 closed - construction.
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL.
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 March 20. Sector will control all acft operg at specific alt at or above 25,000'. IFR including jet acft operg at least 1000' on top. All jet acft specific alt or at least 1,000' on top should ctc ARTC center 301.4 mc as soon as possible after departure within or entering area inbound.
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR weather. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34.
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.
MODESTO-RADIO: March 20, VOR shutdown. Soon, VOR class will be changed to BVOR.
★NEWARK-RADIO: June 11, H fac name & ident chgd to Fremont "FRX". Too late for ANRA.
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of field. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, mil acft planning to use VHF communs and proposing IFR flight into Oakland, Alameda NAS or Hayward should ctc Oakland Apch Control on 118.1 mc, or proposing IFR flight into San Francisco should ctc San Francisco Apch Control on 118.5 mc. Communs during IFR flight should not be conducted with Oakland Apch Control or San Francisco Apch Control utilizing the freq 126.18 mc. Due to extreme congestion, 126.18 mc is not considered a suitable communs channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (5-23)
★OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'. June 1, name of Newark FM on the SE crs LFR changed to Fremont.
OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in n mi in connection with radar control. UHF/DF steers unreliable below 7000' within 10 mi of stn.
FLD: Dredging and clam shell equip. working S of landing area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area.
OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route altitude.
ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. May 7, VOR shut down until approx June 15.
ONTARIO INTERNATIONAL ARPT: Make turns on or off taxiway S side rnwy 7-25 at int only. Engine runups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation tk-off & lndg prohibited xcpt ANG 196th fighter interceptor.
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi.

[redacted]:**OXNARD-VENTURA CO. ARPT: 160' lgtd derrick erected 700'N center of arpt.
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable. (1-3)
RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'. Apr 19 VOR shut down until approx June 25; freq will be changed to 115.7 mc. During shut-down, the current Victor arwys may be used as direct routes using Red Bluff LFR, provided acft are equipped with ADF. MEAs remain the same as currently estab on Victor Arwys. (6-6)
RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)
RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)
RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)
SACRAMENTO-RADIO: Disregard spurious signals and interruptions in service of voice commun INSACS and twr until approx April 30 - modernization. (3-30) About June 4, VOR will be shut down until approx Aug 15 - modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip. with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200;V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (5-28)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated inst apchs including jets VFR weather actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000';153° 180°, 26 n mi at 7000'; 180°-225°; 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20 , 43 n mi at 7000'.
✱SAN DIEGO-RADIO-SPECIAL NOTICE: Effect May 16, acft VFR inbound to Lindbergh Fld, are requested to make initial call to San Diego Apch Ctl on 118.3 mc. This initial call should be made over one of the following reporting points: Oceanside from north; Jamul from east; Mexican Border from south; approximately 20 mi west from seaward. Apch Ctl will give initial tfc ctl instructions and advise pilot where to contact Lindbergh Tower for lndg clearance. This procedure does not apply to VFR acft departing local immediate area for Lindbergh Fld due to short distance involved. (5-14)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (10-25) About June 21, BVOR will be shut down until approx July 12. (6-7)
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft inbound to San Francisco International Arpt are requested to make initial call to San Francisco Approach Control, freq 118.5 mc. Points over which to make this initial call are changed to the following: Richmond from N; Bay Point from NE; Livermore - E; Evergreen or Campbell - SE; at or abeam Farallon Islands - W; at or abeam Stinson Beach - NW. Approach control will give initial traffic control instructions and advise pilot when to change to local control freq for landing clearance. This procedure does not apply to VFR acft departing Oakland for San Francisco due to the short distance involved. These flights should call San Francisco tower-freq 119.1 mc as in the past. This amends AIRGI Vol. 11, No. 5, dated May 15, 1956. (5-26)
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°;17n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
**SANTA ANA-ORANGE COUNTY ARPT: Effective June 11, hours of opern are 0545P - 1030P and 1300P - 1900P daily. Saturdays and Sundays 0545P - 1900P. (6-4)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution

[redacted]: advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°,40n mi; 145°-175°, 40n mi; 175° thru 180° to 250°, 20n mi; 250°-280°, 40n mi at min en route alt.(3-14)
TULARE ARPT: Closed - reconstruction. (5-18)
UKIAH-RADIO: DME coverage 43n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
[redacted]: COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communicating with twr.
EADS ARPT: Emergency only - rough. (4-20)
GRAND JUNCTION-RADIO: May 7, ILS glide slope and lclzr sh ut down. (6-6)
LONGMONT ARPT: NW/SE rnwy under const. (3-13)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
THURMAN-RADIO: VOR shut down. During this period the following arwys will be affected. V-$ Denver to Goodland direct MEA 11,000'. The following arwys will not be usable: V-4N Thurman to Goodland; V-148 Thurman to Imperial. (6-7)
[redacted]: HARTFORD-BRAINARD FLD: Rnwy 9-27 closed. (5-14)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WAREHOUSE POINT-SKYLARK ARPK: Caution - const N side. (3-26)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35n mi at 3000'; 360°-015°, 35n mi at 2500'.
WINDSOR LOCKS-BRADLEY FLD: No service, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)
[redacted]: GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Extensive glider activity week ends & evenings.
**HARRINGTON ARPT: Abandoned. (5-28)
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Soft-wet. Use rnwys, taxi strips.
WILMINGTON-NEW CASTLE CO. ARPT-TOWER: May 21, ILS glide slope shut down until approx Sept. 5 - rnwy const. Lclzr may be shut down for intermittent periods. (6-5) FLD: Rnwy 1-19 closed-construction. (5-21)
[redacted]: WASHINGTON-RADIO: LF rng SE course bends 4 to 9n mi from stn; 17 to 22n mi from stn, multiples 3°- to 3.5°S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
WASHINGTON-SPECIAL NOTICES: (1) Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way rdo required. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft ta xi to MATS term N of Admin. Bldg.

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.

CRESTVIEW-RADIO: About July 1, W course LF rng will be realigned from 91°to 83°.

CROSS CITY-RADIO: About Jul 26, NW crs LFR will be realigned from 135° to 124°. About Jul 16, VOR will be shut down until approx Sept. 17-modernization.

DAYTONA BEACH-RADIO: VOR shut down. DME unmonitored and with no identity. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28) Due to temp shut down, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (6-6)

**DAYTONA BEACH ARPT: 349' lgtd TV twr erected 2.1 n mi (5°T) at lat 29-13-51, long. 81-02-33.

**FERANDINA WARNING AREA: Effect. June 23, Controlling Agency for W-157A will be changed to read: COMFAIRJAX, NAS, Jacksonville, Fla.

FT. MYERS-RADIO: VOR radial 131°, V35, not usable-excessive scalloping and bends.

HOMESTEAD-RADIO: Hvy tfc E and W course LFR 2500' and below. Caution-E course below 1000' within 4 n mi Homestead AFB. About June 21, LF rng will be decmsnd.

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft.

KEY WEST-INTN'L ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. First 1500' rnwy 26 clsd. Rnwy 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft.

LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar. (1-19)

MARIANNA-RADIO: April 17, VOR shut down until approx June 19, During shutdown the following MEAs are estab: V-22 Crestview to over Marianna 5000'. V-7 Tallahassee to Dothan, Ala., using Dothan TVOR 1500'. V-7W Gantt, Ala., to Marianna and V-22 N Marianna to Calvary unusable. Calls on UHF will be answered on 275kc or VHF freqs.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730-0700 week days must be obtained before 1500 on arrival day. No fuel avail for civil acft. New rnwys parallel N side rnwy 8-26 and W side rnwy 18-36 under const. (4-30) No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: May 18, Z marker at LF rng shut down. (5-16)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. (12-6) Taxiway entrance to SW corner USAF ramp clsd. All jet acft xcpt multi-eng transport types are prohibited from lndg or taking off. All instrument apchs to arpt either actual, simulated or practice by jet acft xcpt multi-eng transport types are prohibited. (5-23)

MILTON CAUTION AREA: Effect. July 1, Caution Area (C-48) will be rescinded.

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing. (4-1)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution-shoulders soft. Men and equip adj rnwys. (9-8)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Monday thru Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airwys. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air traffic

FLORIDA: using Red Airway No. 30 between Crestview and McDavid Intersection is cautioned that extensive aerobatic training is being conducted in Caution Areas adj to airways between 4000' and 10,000'.

PENSACOLA CAUTION AREAS: Effect. July 1, Caution Areas (C-146 and C-147) will be rescinded.

PENSACOLA CAUTION AREA: Effect. July 1, Caution Area (C-488) will be established: Name: Pensacola, Fla. Description: Beginning at a point at lat 31-30-00, long. 85-45-00; thence due south to the northwestern boundary of Restricted Area R-383; thence along the northwest, west and southwest boundaries of R-383 to the intsxn of the Florida shoreline with long. 96-48-00; thence westerly along the northern boundary of Restricted Area R-154 to the Pensacola Control Area thence southeast, west and northwest along the Pensacola Control Area extension to its intsxn with the Florida coast line; thence along the northern boundary of redesignated RA-153 to lat 30-15-00, long. 87-41-20; thence northwest to lat 30-31-00, long. 87-55-00; thence north and west along the eastern shoreline of Mobile Bay to the eastern boundary of the airway at lat 30-41-15, long. 88-00-45; thence along the eastern boundary of this airway and Green Civil Airway No. 6 to lat 31-30-00; thence east to point of beginning. Effective from surface to 2000' MSL, within Civil Airways and from the surface to unlimited outside of civil airways. This Caution Area to exclude all Control Zones. Altitude: Surface to unlimited except within Civil Airways. Activities: Extensive basic flight trng. Time of use: Unlimited. Controlling Agency: Chief of Naval Air Basic Training NAS, Pensacola, Fla.

PERRINE-RADIO: About July 2, LFR will be cmsnd. Ident: PRR. Freq: 266 kc. Lctd at lat 25-36-30, long. 80-31-39. Courses: 48A 178N 270A 340N. Class: SMRAZ. (6-8)

**PERRY-FOLEY ARPT: About June 25, work starts on erection of a 240' (336'MSL) lgtd rdo twr 23 n mi NNW (351°T) at lat 30-27-36, long. 83-38-36. (5-15)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-RADIO: VOR courses 95°-105° unusable.

**TITUSVILLE MUN ARPT: 146' (MSL) lgtd rdo twr erected 3.1 n mi E (105°T) at lat 28-36-36, long. 80-48-34. (5-4)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 120' lgtd rdo twr erected 7.3 n mi NW (335°T) at lat 26-42-04, long. 80-07-39.

WHITING CAUTION AREAS: Effective July 1, Caution Areas (C-144 and C-145) will be rescinded.

WINTER HAVEN-GILBERT FLD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing runways after normal operating hours and week ends.

GEORGIA: **ADEL-COOK COUNTY ARPT: 237' (487'MSL) lgtd rdo twr erected 2.1 n mi E (90°T) at lat 31-08-06, long. 83-25-30. (5-15)

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet aircraft operating from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Information. If unable to contact Turner tower contact Albany radio for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handles on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT-TOWER: ASR-PAR shut down-modernization. (3-10) FLD: Aircraft arriving airport make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Aircraft not equipped for 2-way communication on 120.7 mc will use other available frequency. (3-6) Runways 27R-9L and 33R-15L closed. (4-21)

ATLANTA-FULTON COUNTY ARPT: Construction southeast end of northwest-southeast runway-caution. (9-13)

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)

[redacted]

GEORGIA: COLUMBUS ARPT: E/W rnwy clsd - construction. (5-17)
LA GRANGE RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: May 9, VOR/DME flgt-checked. Usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
**QUITMAN-BROOKS COUNTY ARPT: 270' (490'MSL) lgtd rdo twr erected 3.1 n mi NE (61°T) at lat 30-50-47, long. 83-32-15.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. About June 16, VOR will be shut down until approx Aug. 18 - modernization. During this period, the following intsxn re-estab: Honea 84° bearing from Anderson,S. C. Rbn & front course Greenville, S. C. ILS lclzr, Laurens 140° bearing Greenville LFR & 193 radial Spartanburg, S.C. VOR, Clemson 250 radial, Spartanburg VOR & 214 radial Asheville, N.C. VOR. Silver City 13 radial of Norcross, Ga., & 120 radial of Chattanooga, Tenn., VOR. During this outage Victor Airway 194 is formed as follows: From Anderson Rbn via 84° bearing to intercept the 242 radial of Charlotte, N. C., VOR thence to Charlotte VOR. During the shut down period the following temporary MRA established. V-20 Atlanta, Ga. & Spartanburg, S. C. 5000'. V-35 Macon, Ga. & Asheville, N. C. 6500'. V97E Norcross, Ga. - Silver City 5500'. (6-7)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BOISE AIR TERMINAL: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
DIXIE USFS ARPT: Closed - const.
**GOODING ARPT: Excavation 30' wide, 15' deep, 135' to 165' NW of NW end of rnwy 12-30, mrkd by red flags 135' to 165' extending 36' above ground on SE edge of rnwy 30. Men and equipment operg vicinity. (4-4)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOUNTAIN HOME AFB-RADIO: USAF VOR unreliable.
MOUNTAIN HOME-CONTROLLED FIRING AREA: A temp controlled firing area is established as follows: Name: Mountain Home, Idaho. Description: Beginning at lat 43-22, long. 116-08; thence to lat 43-13, long. 116-00; thence to lat 43-07, long. 116-12; thence to lat 43-17, long. 116-19; thence to lat 43-22, long. 116-19; thence to point of beginning. Altitude: June - surface to 14,000' MSL; August - surface to 25,000' MSL. Time of Use: Daylgt hrs. Activities conducted: Artillery firing - gun, mortar and Howitzer. Controlling Agency: June - Idaho National Guard; August - Montana National Guard. Effective date: June 2 - 30, inclusive; August 11 - 25, inclusive.
STREVELL ARPT: All lgts inop. (5-2)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide, lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above grnd on SE edge of excavation paralleling rnwy. Men & equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft. MSL. (6-16)
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.
BENTON ARPT: Caution - New N/S rnwy under const. (9-9)
BRADFORD-RADIO: H fac useable dist 20-25 s mi. (3-1)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft. south of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155° 255°-265°, 335°-348°. (2-8) ILS back course erratic.
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental ILLINOIS: oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd - const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3mc or 348.6mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr.
CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long 87-33-36. (1-27)
CHICAGO-SMITH SEAPLANE BASE: Effect July, erection will begin of three brick chimneys 255' (844'MSL) lctd 1/2 mi N. (5-4)
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (11-18)
ELMHURST ARPT: Effect December 31, 1956, fld will be closed. (4-2)
**FREEPORT-ALBERTUS ARPT: 311'(1211' MSL) lgtd rdo twr erected 9.1 n mi E(99°T) at lat 42-14-45, long 89-21-05. (5-4)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (7-5)
LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long 88-02-30. (4-12)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
ROCKFORD-RADIO: About July 1, H fac will be cmsnd. Ident: RFD. Freq: 275 kc. Lctn: Lat 42-06-52, Long 89-05-53. Class: MHW (6-6)
SPRINGFIELD-CAPITAL ARPT-TOWER: About July 1, ILS will be cmsnd. Lclzr freq: 109.5 mc with voice. Ident: SPI. Lctd 1400' NE of NE end NE/SW rnwy. Apch bear. 38°. Glide slope freq: 332.6 mc. Lctd 400' NW of centerline and 1050' from apch end NE/SW rnwy. Proposed angle: 2.5°. MM lctd 400' (0.66 mi) SW apch end NE/SW rnwy. Elev: 580' MSL. LMM freq 203 kc. Ident: PI. OM lctd 5.92 mi. SW apch end rnwy. LOM freq 230 kc. Ident: SP. Elev: 604' MSL. (5-18)
**SPRINGFIELD-CAPITAL ARPT: Men and equip. on fld durg daylgt hrs. (12-8) 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22. (3-7)
**UTICA-STARVED ROCK ARPT: 311' (991'MSL) lgtd rdo twr erected 4.5 n mi NNW (346°T) at lat 41-24-45, long 89-01-55. (5-4)
VANDALIA-RADIO: About July 2, VOR will be shut down until approx Aug 2. - modernization. (6-6)
WOODDALE-WOODDALE MOODY ARPT: Clsd irregular intervals-flgt trng-mrkd. (5-22)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over the Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
**AUBURN ARPT: A 910' (1780' MSL) lgtd TV twr erected 3 n mi SSE(167°T) at lat 41-19-59, long 85-03-07. (4-4)
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)
**ELKHART ARPT: 236' (1016' MSL) lgtd steel microwave twr erected 3.3 n mi NNW(320°T) at lat 41-43-50, long 86-03-48. (4-24)

INDIANA: ELKHART ARPT: N/S rnwy usable at pilot's discretion. (8-22)
EVANSVILLE-DRESS MEMORIAL ARPT: The tetrahedron tfc direction indicator perm. withdrawn. Soon a lgtd wind cone will be provided on hangar S of terminal bldg on W side of arpt; (4-6)
FT WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. (5-4)
FORT WAYNE-BAER FLD-TOWER: About Jul 9, ILS glide slope will be shut down until approx Aug 6. FLD: Rnwy 4-22 7800'-day operns, 6200' ngt operns. 1600' ext not lgtd. Due non-visibility twr unable ctl tfc first 500' rnwy 9 & taxistrip leading to apch to rnwy.
GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above gnd. Four poles lctd nearest centerline of rnwy 2 will be 43' (633'MSL). (1-5)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENSBURG ARPT: Regrading and seeding W half N/S rnwy-caution. (5-14)
HUNTINGTON ARPT: Closed all operns - due soft fld. (3-18)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice, ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side field, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. Until Jul 1, en route radar control provided in vicinity of Terre Haute. Opern conducted from 0700-2300 Mon-Fri. Facility identified as Rockville Control. Primary trans and receiving: 125.3, 319.8 mc. Secondary trans 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (3-13)
INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in n mi in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engine acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking in sod area at discretion of ctl twr. (5-14)
LA FAYETTE-RADIO: Severe roughness and scalloping VOR radials 100° clockwise 170°. Soon VOR will be decmsnd and recmsnd at lat 40-29-07, long. 87-00-37. Freq will be changed to 112.0 mc. Monitoring category (l). Class: BVOR. (3-28)
LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
*LA PORTE ARPT: 254' (1049' MSL) lgtd steel microwave twr erected 5.9 n mi NNE (24°T) at lat 41-40-23, long. 86-40-57. (4-24)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
**MICHIGAN CITY MUN ARPT: 180' unmrkd microwave twr erected 4.5 n mi SSE (164°T) at lat 41-36, long. 86-51.
**MT. VERNON ARPT: 223' (653'MSL) lgtd twr erected 8950' WNW (290°T). (4-24)
ROCKVILLE-RADAR: En route radar control provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio. (3-13)
SOUTH BEND-ST JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touchdown point.
** FLD: 156' (962' MSL) lgtd steel microwave twr erected 2.0 n mi WNW (310°T) at lat 41-43-50, long. 86-20-56. (4-24) 2230-0630 daily rnwy lgts avail on req thru So. Bend Rdo.
**TERRE HAUTE-COX ARPT: 25' (500'MSL) two-story 500' square bldg erected 1/2 n mi S (180°T) at lat 39-25-30, long. 87-25-00. (5-14)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: **ALGONA ARPT: Two 160' (1375'MSL) lgtd rdo twrs erected 8.9 n mi WSW (260°T) at lat 43-03-52, long. 94-18-13. (5-9)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 min daily 0800-1700, xcpt Suns., holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
BURLINGTON-RADIO: About June 4, VOR/DME will be shut down until approx June 27. (6-7)

IOWA: DAVENPORT MUN ARPT: E/W strip under const. (2-2)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft wide. (10-25)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system. E/W rnwy clsd. NW/SE rnwy closed-const. (5-18)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' - 25' above ground and surrounding arpt.
**ATCHISON ARPT: 200' (1308'MSL) lgtd antenna erected 3.0 n mi SSW (205°T) at lat 39-31-49, long. 95-13-02. (4-23)
CALDWELL ARPT: 278' (1421'MSL) lgtd rdo twr being erected 13.1 n mi E (102°T) at lat 37-00, long. 97-19-05. (4-3)
**COFFEYVILLE-McGUGIN ARPT: 200' (1095'MSL) lgtd antenna erected 7.0 n mi NW (320°T) at lat 37-11-29, long. 95-41-07. (4-23) NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY ARPT: 265' (2879'MSL) radio twr 2.5 n mi WSW (262°T) at lat 37-45-57, long. 100-01-55, under const.
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
GARDEN CITY RADIO: Radial 125° has course roughness and bends of 2.5 °. (3-28)
GOODLAND ARPT: NW/SE rnwy closed-const.
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near nrwys, days. (4-25)
GREENSBURG ARPT: 265' (2680'MSL) lgtd rdo twr being erected 9.9 n mi WSW (246°T) at lat 37-32-24, long. 99-28-02.
HUTCHINSON-RADIO: About July 2, VOR will be shut down until approx Aug 2 - modernization. (6-6)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15 thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500 and 5500' MSL. (4-17)
LIBERAL ARPT: 240' (3135'MSL) lgtd rdo twr being erected 4.1 n mi NNE (350°T) at lat 37-06-47, long. 100-54-34. (4-3)
**MEDICINE LODGE ARPT: 278' (2065'MSL) lgtd rdo twr erected 8.5 n mi NE (47°T) at lat 37-21-21, long. 98-25-40. (4-3)
NEWTON-81 ARPT: Restricted services due to by-pass road const on N end of fld, with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All lndgs at pilot's risk. (9-6)
OLTHE-SPECIAL NOTICE: Effect. May 31, Caution Area C-198 is amended as follows: Bounded on the N by lat 38-12, on the E by Victor 161, on the S by Red civil arwy 105, and on the W by Amber 4.
**OSBORNE ARPT: 225' (2274' MSL) lgtd guyed twr erected 19 n mi SW (239°T) at lat 39-16-12, long. 99-01-30. Strip lgts inop.
OTTAWA ARPT: Use turf strips with caution. (2-2)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: 228' (2294'MSL) lgtd rdo twr being erected 11 n mi SW (229°T) at lat 37-34-33, long. 98-55-36. (4-3)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked. (3-13)
SALINA RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
**SUBLETTE ARPT: About June 5, const begins on 240' (3159'MSL) lgtd rdo twr lctd 2 n mi SW (232°T) at lat 37-28-26, long. 100-51-09. (4-3)
TOPEKA-RADIO: Soon VOR/DME will be shut down until approx June 18. (4-10)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Extreme caution - temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr. Use rnwys only. (4-23)
**WICHITA ARPT: 208' (1548'MSL) lgtd antenna erected 8.9 n mi N (20°T) at lat 37-48-55, long. 97-22-05. (5-7)

KANSAS: WICHITA ARPT: A concrete plant top structure 50' AGL and 100'(1417'MSL) antenna twr erected 3100' N of N end rnwy 1-19, mrkd, lgtd. 128' lgtd steel water tank erected 0.4 n mi ESE of SE corner of arpt. Mowing equip. on fld-days. Dirt pile 2' high 25' N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete area. Sod areas unsafe.

WICHITA-BEECH ARPT: N half NW/SE rnwy closed. Equip on field. Contact Beech Twr for landing instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 122.5 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5kc, 122.5mc. Listen 278kc. 119.5mc. or range voice channels.

KENTUCKY: BOWLING GREEN-RADIO: Soon VOR/DME will be shut down until approx June 15 - modernization. Freq. change from 116.1 mc to 116.2 mc.

BOWLING GREEN-WARREN COUNTY ARPT: All lights inoperative.

CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet.

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from station.

**DANVILLE-GOODALL ARPT: 185' lgtd twr erected 2.5 n mi N (19°T) at lat 37-37-39, long. 84-46-32.

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable andexplosive compressed gas. Acft warned to avoid flying in this vicinity.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Building from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope shut down. All other components will remain in operation. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 closed, apch light system shut down for runway extension. Const equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman Field. Const E end runway 24.

PADUCAH-RADIO: VOR has moderate bends in NE quad.

PERRY PARK ARPT: Closed - construction.

**STANTON ARPT: 305'(1505'MSL) twr erected 3.0 n mi SSE(177°T) lat 37-48-34, long 83-50-34.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL.

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. Soon VOR will be shut down until approx July 6.

BATON ROUGE-RADIO: About June 25, VOR will be shut down until approx July 13.

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lights.

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots marked with red flags.

BOSSIER CITY-RAINBOW ARPT: Closed.

KAPLAN ARPT: Closed - construction.

MINDEN MUN ARPT - SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'.

MINDEN-WEBSTER ARPT: New fld. under const. Lctd: 1 mi NW; lat 32-38, long 93-18.

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. About July 11, VOR will be shut down until approximately August 11.

LOUISIANA: NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n miles in connection with radar control. About July 15, ASR will be shut down until approx Sept. 15. (6-8) FLD: 250' (255' MSL) lgtd rdo twr erected 47.0 n mi SSE (178°T) at lat 29-13-02, long. 90-13-11. (4-24) 162' MSL lgtd steel drilling derrick erected 6.2 n mi NNE (30°T) at lat 30-05-01, long. 90-12-05. (5-4) Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders.

PATTERSON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const, marked.

RUSTON ARPT: Const on rnwy extension S end of field.

SHREVEPORT-RADAR APPROACH CONTROL CENTER: Soon, RAPCON will be cmsnd. Trans and rcvg freqs: 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8 and 289.4. Rcvg only: 3023.5 kc, and 122.5 mcs.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.

SHREVEPORT-DOWNTOWN ARPT-TOWER: Effect. June 20, Ctl twr will be inaugurated. Trans freq: 293 kc; 119.5 and 121.7 mc. Rcvg: 3023.5 kc; 122.5, 119.5 and 121.7 mc. Hours of operation 0600-2200. Class: C(g.7).

WELSH ARPT: E/W rnwy closed nights. Beacon inop.

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 nautical miles.

MILLINOCKET ARPT: Apron usable with caution - due broken pavement. Use rnwys only.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 closed to acft below 5000 lbs due equip. crossing rnwy.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 closed night operations.

SANFORD ARPT: Drag races will be held 0800-1700 on the following dates: July 8th, August 19, September 9th, 23rd., October 7th.

WATERVILLE-LA FLEUR ARPT; Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Airway, temp. rescinded.

HAGERSTOWN ARPT: All taxi strips W of N/S Runway closed - parked military aircraft. Taxi strips leading to City Hangar remain open to transient traffic. Caution - provide proper clearance over U. S. 11 when approaching to land W on E/W Runway. Runway marked to show where 40 to 1 approach clearance line intersects runway. Entire runway available at pilots discretion.

LAYTONSVILLE-DAVIS ARPT: Construction - extending runway 900' at ENE end.

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable.

SALISBURY-RADIO: VOR has flyable bends and roughness on Airway V-1 to NE at lower altitudes.

SALISBURY-DELMARVA ARPT: Closed to all commercial operations. Will operate as private airport only. Landings made with prior permission only.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down.

BOSTON-BEDFORD HANSCOM ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and landings in southwesterly direction runway 22R restricted to aircraft 12,500 lbs or less. Turboprop and turbojet acft landings and take-offs runway 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - construction 140' control tower located Terminal Building area 2000' from centerline runway 15 and 1750' from centerline runway 4L, lighted. Use marked hard surface runways and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to landing areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated runway lights 10' from the usable runway edge. Lead-in lighting system runway 4R consists of green threshold lights located 2502 ft. NE of the SW end of runway 4R and bar lights of alternating red and white units spaced at 100 ft intervals on the extended runway centerline extending from 42' to 1100' SW of end of runway 45. Cluster of 6 alternate red and white bar lights located at the 1100' point. All bar type lights present predominately red indication. Standard runway lights between threshold lights and bar lights. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 40°T beyond 40 n mi

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.

NANTUCKET-RADIO: About June 24, HH facility will be shut down until approx July 24.

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lights installed apch to runway 24 available during drizzle.

**NANTUCKET SHOALS OFFSHORE WARNING AREA: Effect. June 22, 1956, Warning Area (W-506) will be established as follows: Name: Nantucket Shoals Offshore, Mass. Description: Beginning at lat 41-12-30, long. 69-40; thence to lat 41-16, long 68-00; thence to lat 41-00, long 68-00; thence to lat 39-52, long 68-58-15; thence to lat 40-11-45, long 69-13-30; thence to lat 40-47, long 69-40; thence to point of beginning. Altitude: Surface to 45,000'MSL. Time of Use: Unlimited. Activities Conducted: Air to air gunnery and rocketry. Controlling Agency: Otis AFB, Massachusetts.

**NARRAGANSETT OFFSHORE WARNING AREA: Effect. June 23, Warning Area W-105 will be reestablished as follows: Lat 40-40, long. 72-30; lat 40-41-30, long 72-07; lat 41-09, long. 70-14; lat 39-52, long 69-34-20; lat 39-52, long 71-01-30; lat 39-07, long 71-53; lat 39-34, long 72-30; thence to point of beginning.

NORWOOD-MEMORIAL ARPT: Runway lights inoperative.

ORANGE ARPT: All rnwys closed on the following Sundays-June 17, July 15, Aug 19, Sept 16 and Oct 21 from 1300 to 1800-field marked.

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

WESTOVER-RADIO: Precise receiver tuning required in vicinity Gardner intersection acct potential interference between Chicopee LF rng and Bedford MHW.

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge of fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd.

BIG BEAVER ARPT: E/W rnwy soft-spring thaw. N/S rnwy-emerg. only.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHESANING ARPT: Lgtd bldg with 16' chimney erected 180' N at lat 43-00, long 84-08.

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross wt and over. (6-11)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwy 5-23, 14-32 and old arpt closed to all landings and take-offs. Sod area NW of rnwy

MICHIGAN: 5-23 and NE of rnwy 14-32 avail. for lgt acft only. Rnwy 02-20 clsd to large twin eng acft 12,500 lbs gross and under.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip. on field days.

EASTPORT-TORCHPORT ARPT: Caution- NW/SE rnwy under const.

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft.

**GRAND HAVEN MEM'L ARPT: 196'(780'MSL) lgtd rdo twr erected 1.9 n mi NW(328°T) at lat 43-04-12, long 86-13-56.

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off North edge taxi ramp W Admin Bldg. Rnwy 18R-36L closed ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

**GRAYLING-McNAMARA ARPT: Open to civilian operations.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.

LANSING-RADIO: About July 9, VOR will be shut down until approx September 1.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi- interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65'(910'MSL) const 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 closed - construction on field. Men, equipment on field.

MARQUETTE-COUNTY ARPT: Closed - construction.

MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Building. 50' unlgtd silo 300' S of water tank.

MT. CLEMENS-MACOMB ARPT: Construction on field. E/W runway closed.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF VOR unreliable below 3000' beyond 50 n mi.

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'- trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for light aircraft.

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' towers and mainland straits of Mackinac Bridge.

ST. IGNACE-MACKINAC COUNTY ARPT: Field open to ski-equipped aircraft only.

SOUTH BRANCH-TIMBERS SKY CAMP ARPT: 2000' of NW/SE strip open for wheeled aircraft.

**STURGIS-KIRSCH ARPT: 277'(1117'MSL) lgtd steel microwave twr erected 6.9 n mi SSW (220°T) at lat 41-44-44, long 85-32-44. Const on intsxns to both ends NE/SW paved rnwy, marked.

WEST BRANCH-GENTRY'S ARPT: N/S landing strip under const, marked. Caution.

MINNESOTA: ALEXANDRIA-RADIO: VOR/DME shut down until approx June 30.

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Closed all operns.

BENSON ARPT: New field under construction - closed all operations. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long 95-39.

CLARISSA ARPT: New field under construction - closed all operations. Located 1.7 statute miles SE at latitude 46-07, longitude 94-55. Strip 2500' x 200'.

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 nautical miles all azimuths. About July 9, VOR will be shut down until approximately September first.

DULUTH ARPT: Caution crossing airport perimeter road landing runway 3. Men, equipment on field days. Jet blasts across W taxi strip vicinity AF run-up stand- caution when taxiing.

ISLE ARPT: New airport under construction - closed all operations. Located 0.5 mi N at lat 46-06-03, long 93-27-42. NW/SE strip 2450' x 180'.

MINNESOTA: *MINNEAPOLIS-ST. PAUL INTN'L (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n miles in connection with radar control. (5-12) ILS glide slope angle changed to 2.8°. Alt over OM 2084 MSL; over MM 1038' MSL. Glide slope will flare out at about 30' above rnwy. All acft equip with multiple rdo freq arriving at Minneapolis-St. Paul Intn'l Arpt are requested to make initial contact with apch control on 119.5 mc or 263.0 mc to obtain wind and rnwy information. FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
OWATONNA ARPT: Unsafe for acft over 12,500' pounds. Sodded areas soft-unusable.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)
**HATTIESBURG ARPT: 537' (732'MSL) lgtd TV twr erected 10 n mi N (353°T) at lat 31-27-12, long. 89-17-05. (5-15)
GREENVILLE AFB: Caution all altitudes, intensive jet training within 100 n mile radius.
GULFPORT MUN ARPT-TOWER: Operated by Air Force from 1200-0600 on the following dates, inclusive: June 24, July 1-15, July 22, August 5, August 12-26. Trans and rcvg 121.5, 126.18, 236.6, 243.0 and 121.3 mcs. Rcvg 122.5 mcs. (6-4) FLD: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)
JACKSON-RADIO: Soon, VOR will be shut down until approx July 6. (4-26)
McCOMB-PIKE COUNTY ARPT SITE 8C, MSY-STL: ENE/WSW lndg strip clsd-reseeding.
MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness and course displacement. (5-16)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)
MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during hours by mil with T-6 acft. Movements of mil acft controlled and will give away to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS lclzr and glide slope shut down. (5-23)
JOPLIN ARPT: NW/SE rnwy clsd-const. (2-29)
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution-men and equip, on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy and pertinent tfc info prior entering Kansas City control zone. (4-24) 55' (976'MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08, long. 94-35. (11-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty.
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Training and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
**ROLLA ARPT: 14' gas service stn erected 1/2 n mi E (90°T) lat 37-59, long. 91-43.
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL.
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmarked. Shoulders soft. Caution. Rnwys, apchs rough and unusable. Grass area clsd.
ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs.-mrkd. Aerobatic area for student training: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-25)
ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)
SEDALIA MEMORIAL ARPT: Beacon inop. Use hard surface NE/SW rnwy only.
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE
MISSOURI: extend touchdown NW of yellow boundary markers. (5-2)
VICHY-RADIO: Soon, VOR/DME will be shut down until approx July 5. (6-6)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (5-4)
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)
BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
CUT BANK-RADIO: Usable dist of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain. Soon, VOR will be shut down until approx Aug 4. Freq will be changed to 113.1 mc (5-14) During this period the following airway will not be usable: V-21 Great Falls to Cut Bank. (6-1)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-CONTROLLED FIRING AREA #1: Effect. June 11-24, a temp controlled firing area is established as follows: Name: Helena, Mont. Description: N-bndry: N lat 46-50; E-bndry: W long. 112-02; S-bndry: N. lat 46-42-45; W-bndry-W. Long. 112-07. excluding that portion which lies within the boundaries of any civil airway. Altitude: Surface to 15,000' MSL. Activities Conducted: Artillery firing 105 and 155 mm Howitzer and 76 mm guns. Controlling Agency: Montana National Guard.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Following gross weight restrictions in effect: rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9,000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. VOR shut down until approximately Aug 1, Freq will be changed to 116.3 mc. (5-31) During this period, the following arwys will not be usable: V-2 Missoula to Spokane; V-120 Mullan Pass to Great Falls. (6-4)
ST. IGNATIUS ARPT: Runway lights inoperative.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
Homestake FM pattern is 2 mi wide and 4 mi along. (12-16)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
LINCOLN-RADIO: ILS glide slope shut down; will be relocated to 1650 feet southeast of approach end runway 14, and 450 feet northeast of centerline. (6-8)
OMAHA-RADIO: Soon, VOR/DME will be shut down until approximately June 20-modernization. (5-8)

NEBRASKA: OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-17)
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flight in certain areas. (2-2)
LAS VEGAS-RADIO: About July 13, the Crystal FM on NE course, will be relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V8, V21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. (6-8)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030°, due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)
NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range ltgs are set so touchdown areas is 300' beyond rng lgts SE end rnwy. (12-5)
PEMBROKE ARPT: Final 500' SE end of fld covered with ice and water. Use at own risk.
NEW JERSEY: ATLANTIC CITY-RADIO: About June 18, VAR will be perm decmsnd. (5-3)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Caution - men, equip. on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)
BRIDGETON-BUCKS ARPT: Arpt is not maintained and no services avail. (11-9)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail. on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)
MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEW JERSEY: NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt. multiples other courses. (10-21)
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip. on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.
OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager.
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230°, and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only. (2-8)
NEW MEXICO: CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (3-14)
CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwy 26L-8R clsd to all tfc.
FARMINGTON ARPT: Rnwy 6-24 rough at intersections W taxiway.
GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials usable 26 n mi.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: VOR has moderate scalloping SW quadrant.
NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
**ELMIRA-CHEMUNG CO. ARPT: 205' (863' MSL) lgtd rdo twr erected 4.9 n mi ESE (123° T) at lat 42-08-47, long. 76-48-41. (5-14)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: June 24; July 12, 26; Aug 12, 26; Sept 9, 23 - drag races. W end of the E/W rnwy will remain open.
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.
HUGUENOT-RADIO: About Sept 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long. 74-35-29. Elev: 1308' MSL. Monitor. category (1). Monitored from Wilkes-Barre-Scranton, Pa. arpt. Variation: 11W. (6-8)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip. on fld.

NEW YORK: KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (5-11)
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have berds. (10-5)
MIDDLETOWN-RANDALL ARPT: Closed. (1-7)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt, in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const. in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd-avail. taxiing only. Taxiway H now in opern.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. June 8, PAR-1 shut down until approx Aug 3. FLD: Clsd to fighter type acft. Clsd to all mil acft except those carrying high government officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft.
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing. (5-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const. (9-22)
OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. VOR/DME shut down until approx June 11. Freq change from 112.9 mc to 116.7 mc. (4-13)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat. alt.
POUGHKEEPSIE-RADIO. DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'.
ROME-GRIFFISS AFB-RADIO: USAF VHF, DF unreliable 360°-90° below 4000'; 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000': 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-51, long. 76-53-17, 0730-1615, Mon-Fri. Blast shock and flying missiles up to 1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-landing jet interceptor acft using left hand pat. at 1878' MSL. (4-28)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
NEW YORK: SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°. (5-10)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: During taxiway const, rnwy 18-29, N/S taxiway S of rnwy 5-23, & taxiways between rnwys 23 & 29 and between N/S taxiway & rnwy 29 closed to all operations. Abandoned 75' ctl twr 1000' E of rnwy 18-36 on SE side of arpt not obstn lgtd. (4-26)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.
GREENSBORO-HIGH POINT ARPT-TOWER: ILS glide slope and MM facs shut down until approx July 4 reletn. Glide slope flyable to 20' above runway. No touchdown point. (4-27)
HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends. (10-19)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. VOR radials 80° thru 100°, 125°-145°, 175°-280° unusable acct excessive roughness and bends. (5-9)
RALEIGH RADIO: About July 26, the S course of LF range will be realigned from 015°to 048°. Magnetic and toward the station.
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.
SALISBURY ARPT: Boundary lgts inoperative. (2-16)
WILMINGTON-RADIO: VOR quad 65°-235° flight-checked to shoreline only. MH fac relocated to latitude 34-16-14, longitude 77-54-43. About June 18, VOR will be shut down until approx July 18. (5-10)
WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. Open drainage ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. (4-4)
WINSTON-SALEM-REYNOLDS ARPT: Rnwy 18-36 clsd xcpt for take-off rnwy 18 and for taxiing - const. N end. (5-17)
NORTH DAKOTA: FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)
**GRAND FORKS INTNL ARPT: 264' (1096'MSL) lgtd twr 3.8 n mi ENE (67°T) at lat 47-57-52, long. 97-01-48. (5-9)
MADDOCK ARPT: Closed - construction. (6-10)
MINOT-RADIO: VOR shut down until approx Aug 1 - modernization. (6-4)
MINOT-PORT O'MINOT ARPT: Several unmarked and unlighted 29' poles erected 1900' NW end of NW/SE rnwy. 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy. (1-5)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm. U.S. NAS Akron Ohio acrobatic -- camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Closed until Sept 1, 1956 - construction. (4-12)
CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at minimum en route instr alt. DME coverage 60°-150°, 35 n mi at min en route alt. (1-14)

OHIO: CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas-flagged and lgtd. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43n mi at 2900'; 100°-145°, 35n mi at 2500'; 170°-190°, 35n mi at 2500'; 245°-310°, 35n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' const derrick 1900' off apch and 900' left of centerline rnwy 5L - lgtd. (3-22)Const. of north concourse in progress 800' N from main terminal. (5-17)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only- steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.

COLUMBUS AREA-SPECIAL NOTICE: Effect. immediately the following direct routings will be used during period Columbus VOR is inoperative. Routes, minimum en route instrument altitudes and reporting points are identified with appropriate Victor Airways: (1) Victor 5 - From Xenia, Ohio Intsxn to Columbus, Ohio LFR via 068° crs to Columbus LFR - MEA 2500'. (2). Victor 5 - from Mansfield, Ohio, to Columbus, Ohio, via Mansfield 208° mag rad and 208° crs to Columbus LFR - MEA 2500'. (3) Victor 5 East- from Columbus, Ohio, LFR to Homer, Ohio, intsxn via 053° crs from Columbus LFR - MEA 2500'; from Homer Intsxn to Mansfield, Ohio, VOR via Mansfield 187° mag rad - MEA 2500'. (4) Victor 12- from Dayton, Ohio, VOR to Columbus, Ohio, via Dayton VOR 089° mag rad and 089° crs to Columbus, Ohio, LFR; from Columbus, Ohio, to Wheeling, West Virginia, via 084° crs from Columbus LFR and Wheeling VOR 267° mag rad - MEA 2500'. (5) Victor 12 North - from Dayton, Ohio, to Columbus, Ohio, via Dayton, Ohio, VOR 061° mag rad and 300° from Columbus LFR - MEA 2500'; from Columbus, Ohio, to Baltic, Ohio, intsxn not usable. (6) Victor 38 - from Findlay, Ohio to Columbus, Ohio, via Findlay 145° mag rad and 145° crs to Columbus LFR - MEA 2500'; from Columbus, Ohio, to Crooks, Ohio, intsxn via 114° crs from Columbus, Ohio, LFR - MEA 2500'. (7) Victor 43- from Columbus, Ohio, to Mt. Hope, Ohio, intsxn via 233° crs to Columbus, Ohio, LFR-MEA 4000'. (8) Victor 45 - from York, Ky, VOR to Upper Sandusky, Ohio, intsxn unusable. The following reporting points changes in the Columbus, Ohio, area are effective immediately and for the duration of the Columbus, Ohio omni rng shutdown: (A) Designate non-compulsory reporting point: (1) Lewisburg, Ohio, Intsxn - the intsxn of Dayton, Ohio, 061° mag rad and the 120° mag bearing to Columbus, Ohio, LFR - MEA 2500'. (B) Redesignate non-compulsory reporting points: (1) Xenia, Ohio Intsxn - the intsxn of Dayton, Ohio 135° mag rad and the 068° mag bearing to Columbus, Ohio, LFR - MEA 2500'. (2) Homer, Ohio, Intsxn - the intsxn of Mansfield, Ohio, 187° mag rad and the 233° mag bearing to Columbus Ohio, LFR - MEA 2500'. (3) Richwood, Ohio intsxn - the intsxn of the Findlay, Ohio 145° mag rad and the Dayton, Ohio 061° mag rad - MEA 2500'. (4) Newark, Ohio Intsxn - the intsxn - the intsxn of the Mansfield, Ohio, 179° mag rad and the 264° mag bearing to Columbus, Ohio - MEA 2500'. (5) Fredericktown, Ohio Intsxn - the intsxn of the Findlay, Ohio, 120° mag rad and the 208° mag rad to Columbus, Ohio, LFR - MEA 4500'. (C) Redesignate compulsory reporting point: (1) Adamsville, Ohio Intsxn - the intsxn of Parkersburg, W. Va., 332° mag rad and the 264° mag bearing to Columbus, Ohio, LFR - MEA 2500'.

COLUMBUS-RADIO: VOR has bends in excess of 3-1/2° NE quad 25°-35°. Moderate roughness between 35° - 50° and 305°-345°.

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules--Take Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (5-2)

DAYTON-MONTGOMERY COUNTY ARPT: Closed - construction. (5-9)

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas closed. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35n mi at min en route alt.

GROVE CITY-BEAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°), 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

MANSFIELD ARPT-TOWER: About July 2, combined stn/twr will be cmsnd. Twr will trans and rcv 278 kcs; 118.7, 121.5 mc. Enroute tfc call Mansfield Rdo. Class: C(g). (6-8)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)

PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For field conditions call Port Clinton unicom.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

★TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7. June 8, freq 126.18 mc cmsnd. Rcvd too late for ANRA pages.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WOOSTER ARPT: NE/SW rnwy closed - const. (12-3)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

**YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030°below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Const - deep ditches 300' SE apch end rnwy 14. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

OKLAHOMA: **ANADARKO ARPT: 280' (1926'MSL) lgtd rdo twr erected 19.1 n mi NNW(352°T) at lat 35-22-38, long 98-16-21. (5-7)

ARDMORE-RADIO: DME coverage 230°-280°, 35n mi at 2300'.

BUTTE ARPT: Rnwy 2-20 lgts inop-clsd ngt air carrier operns only. (5-1)

CLAREMORE-WILL ROGRES FLD: Bndry lgts inop. (6-11)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)

**EL RENO ARPT: 200' (1529'MSL) lgtd rdo twr erected 4.1 n mi E(105°T) at lat. 35-30-26, long. 97-53-10. (5-7)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

**HOBART ARPT: 265' (1760'MSL) lgtd rdo twr erected 6.1 n mi SSE(177°T) at lat 34-53-30, long. 99-02-10. (5-7)240' (1728'MSL) lgtd rdo twr erected 21 n mi NE(56°T) at lat.35-11-10, long. 98-41-55. (5-7) Rnwys 17 and 35 clsd-resurfacing. Caution-men, equip. on fld.

McALESTER-RADIO: About June 16, VOR will be shut down until approx Aug 18. (4-26)

MANGUM-PONDER ARPT: Closed. (3-2)

**OKLAHOMA CITY-DOWNTOWN ARPT: 205'(1216'MSL) lgtd microwave twr is being erected 1.5 n mi NE(60°T) at lat 35-27-45, long 97-30-51. (5-4)

**OKLAHOMA CITY-WILEY POST ARPT: New 2640' E/W rnwy on S end of fld - usable. N/S, NE/SW, NW/SE and old E/W rnwys perm. closed.

[redacted]: RENFROW-SMYRCKA ARPT: 240' (1569'MSL) lgtd rdo twr erected 6.9 n mi NW (302°T) at lat 37-02-36, long. 97-53-48. (4-3)

**SHAWNEE ARPT: 350' (1080'MSL) lgtd microwave twr erected 15.0 n mi WNW (308°T) at lat 35-30-35, long. 97-11-10. (5-4)

SOUTHCOFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deepholes.

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off wt. Rnwy 3R-21L daylgt hrs only.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

EUGENE-RADIO: VOR has severe scalloping, making course line information unusable in NE quad - caution. (8-3)

HERMISTON: Demolition approx 8.7 n miW Mon-Fri from 0730-1615 from gnd up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

KLAMATH FALLS RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36 - max height 45'. Caution - equipment crossing rnwys.

LAPINE ARPT: Caution - construction. (6-8)

MADRAS - SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pat. when arpt tfc is NW or W, left pat. when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° rad on Sauvies Island, usable dist 26 n mi at 3000'.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PINEHURST ARPT: Caution - construction. (6-8)

PORTLAND INTN'L ARPT: All inbnd acft equipped with appropriate multiple rdo freq shall make initial contact with Portland Apch Ctl on 118.1 mc regardless of weather.

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

SCAPPOOSE-COLUMBIA COUNTY ARPT: Drag races will be conducted June 24, July 8, and 22, August 5 and 19, Sept 1, 2 and 3, Oct 14. (4-6)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)

TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.

WARRENTON-SPECIAL NOTICE: Effect. June 16 thru 30 inclusive a temp controlled firing area will be established: Name: Warrenton, Oregon: Description: N boundary: lat 46-10-04; E boundary. long. 123-55-45; S boundary: lat 46-01-00; W boundary: long. 124-20-00. Altitude: Surface to 20,000'MSL. Time of use: 0800-1700 daily. Activity: Drome operation, AAA firing. Controlling Agency: Oregon National Guard, Camp Clatsop.

[redacted]: ALLENTOWN-RADIO: VOR radials 275°-N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' E end rnwy 9-27 and taxistrip leading to Bethlehem Steel hangar. Unlighted trees and p-line between MM and rnwy 6. (5-18)

[redacted]: BRISTOL-3M ARPT: Caution - const. equip. on S apch N/S rnwy-hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW daily, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.

CLEARFIELD ARPT: Closed. (2-2)

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229'MSL. Class: BVOR. (4-13)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.

ERIE-PORT ERIE ARPT-TOWER: ILS glide slope building lctd 276' SE of center line and 700' from approach end of NE/SW rnwy No. 6. Alt over OM 1950'MSL; over MM 936'MSL. Glide slope angle 2.95°. (6-8) FLD: Usable length NE/SW rnwy now 5000'. (4-13)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25) Rnwy 14-32 clsd-const. off NW end, rnwy avail for SE take-off only. (6-8)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

LEWISTOWN ARPT: Caution-strips under const., men & equipment on fld. (5-23)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35 marked days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only available for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: Rnwy 6-24, 300' E end rnwy 10-28 and taxi strip between rnwys 24 and 28 closed - const. Rnwy 10 clsd lndgs. 40' unlighted p-line 950' W of apch end rnwy 10. (5-14)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. (10-28)

PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS glide slope shut down. About June 13, LMM will be cmsnd. Freq; 201 kc. Ident: GC. (5-28) FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two ft trenches lctd 5-30' from edges & ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 & last 1/2 mi final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consist of green bar lgts across the rnwy at the threshold & 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement & ending 1500' E of the end of pavement. Lgts are variable in brightness & controlled by the Allegheny twr. Brightness settings are determined by prevailing wea conditions. (4-10)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown.
PITTSBURGH-GREATER PITTSBURGH ARPT: Extensive civil aircarrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 355°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at min en route alt.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, marked.
TOWANDA ARPT: Closed - flooded.
WARREN ARPT: 200' of rnwy washed away. Fld unattended.
WASHINGTON ARPT: Closed to transient acft.
**WILLOW GROVE - CAUTION AREA: Effect. immediately Caution Area (C-23) is rescinded.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths About June 16, VOR will be shut down until approx August 19.
CHARLESTON-AFB MUNICIPAL ARPT: Rnwy 3-21 closed. Hvy equip and const vcnty intersection rnwys 3-21 and 15-33.
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. About July 26 LF range will be realigned as follows: NE course from 232° to 192°; SW course from 52° to 12°.
GEORGETOWN-COUNTY ARPT: Bcn, obst, and all landing area lights inoperative.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB.
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.
MYRTLE BEACH ARPT: N/S rnwy closed-construction. Ctc MYR rdo for lndg conditions.
NICHOLS ARPT: Caution - construction.
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operations.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10, 8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290°, below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy closed - construction.
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mile S of arpt.
WATERTOWN-RADIO: About July 9, VOR will be shut down until approx Sept. 1-modernization.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. May 16, VOR shut down until approx June 16. During this period the following intersections and Victor Arwys will be discontd: Benton, Crandall, Whitewell,
TENNESSEE: Chickamauga, Georgetown, Rossville, Murray, and Harris. V-5 Kennesaw intersection to Nashville, V-115 Birmingham to Knoxville, V-51 Kennesaw intersection to Crossville, V-54, Chattanooga to Harris. Aviation Safety advises the following intersections will be temp redesignated: Georgetown 167° radial of Crossville VOR and NE course of Chattanooga LF rng. Direct flgts from Murphy homer to Chattanooga LF rng to descend to 3000' when passing 170° radial of Crossville VOR. Whitewell redesignated as intersection of NW course of Chattanooga LF rng and 205° radial of Crossville VOR. 4000' minimum alt. Whitewell to Chattanooga LF rng or North Chattanooga homer, due to TV towers.
DYERSBURG ARPT: Runway lights inoperative.
GRAHAM-RADIO: VOR shut down. Temp MEA Jackson, Tenn to Nashville via V-16, 3000'. Muscle Shoals to V-16 via V-7, 4000'. Bowling Green, Ky to V-16 via V-57, 6000'. Dyersburg, Tenn., to Graham via V-140S unusable. Jackson to Graham and Graham to Crossville via V-16S unusable.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
**KNOXVILLE-ISLAND ARPT: 704'(2049'MSL) lgtd TV twr erected 2.1 n mi NNW (350°T), lat 36-00-20, long 83-56-20.
MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control.
**MEMPHIS-MARTIN ARPT: 640'(975'MSL) lgtd TV twr erected 4.5 n mi E(85°T) at lat 35-09-17, long 89-49-20.
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270°, 35 n mi at MEA. About June 14, VOR will be shut down until approx July 6- modernization.
NASHVILLE-BERRY FLD: Rnwy 2R-20L closed to all tfc as a rnwy-use as a taxiway. Temp. 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33.
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping.
**ABILENE(NEW) ARPT: 410' (2115'MSL) lgtd rdo twr erected 4.0 n mi NNW(343°T) at lat 32-29-25, long 99-43-21. Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area.
**ALICE MUN ARPT: 200'(390'MSL) lgtd rdo twr erected 8.5 n mi SSW (214°T) at lat 27-38-09, long. 98-05-42. Bndry lgts rnwy 13-31 unreliable.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
★AMARILLO-RADIO: About June 18, VOR will be shut down until approx July 18. During shutdown, Amarillo intsxn estab using Lubbock 357° rad and V-12 or V-140 adj stn arwy rad. MEA Lubbock to Amarillo intsxn via V-81 12,000'MSL. MEA Tucumcari to Amarillo intsxn via V-12 12,000'MSL. MEA Amarillo intsxn toDalhart via V-114 12,000'MSL. MEA Amarillo intsxn to Gage via V-12 12,000' MSL. MEA Amarillo intsxn to Sayre via V-140 12,000' MSL. MEA Amarillo intsxn to Childress via V-114 12,000' MSL.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. May 21, LOM shut down until approx June 15 for conversion to an MHW. Upon resumption, will be called Tradewind,, freq 338 kc; ident: TDW. Concurrent with cmsng of Tradewind MHW the St. Francis MHW will be perm decmsnd.
**AMARILLO-TRADEWIND ARPT: 130'(3755'MSL) lgtd water tank erected 4.0 n mi SSW (218°T) at lat 35-08-20, long 101-51-00.
AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inoperative.
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet training.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BROWNSVILLE-MAULDIN MUN ARPT: 165'(187'MSL) lgtd temp derrick erected 2.1 n mi WNW (305°T) at lat 25-58-00, long. 97-33-00.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.

TEXAS: **COLORADO CITY ARPT: 155' (2295'MSL) lgtd rdo twr erected 1.9 n mi E (108°T) at lat 32-22-45, long. 100-50-20.

**CORPUS CHRISTI-CUDDIHY ARPT: 684' (748'MSL) lgtd TV twr erected 7.2 n mi WNW (294°T) at lat 27-46-46, long. 97-37-31.

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon-Sat xcpt during IFR conditions.

**CRANE-COUNTY ARPT: 158' (2791'MSL) lgtd rdo twr erected 1.5 n mi SE (150°T) at lat 31-23-14, long. 102-21-32. (5-3) 258' (2855'MSL) lgtd rdo twr erected 3.0 n mi E (90°T) at lat 31-24-00, long. 102-18-58.

DALLAS-LOVE FLD-TOWER: ASR will issue distance values in n mi in connection with radar control. (3-16)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)

**EDCOUCH-WALKER ARPT: 180' (240'MSL) lgtd rdo twr erected 2.9 n mi ESE (130°T) at lat 26-16-42, long. 97-54-40.

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and military acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. Traffic make left hand approach to rnwys 26, 22 and 17; right hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. (2-1)

**FALFURRIAS-BROOKS COUNTY ARPT: 200' (330'MSL) lgtd rdo twr erected 5.4 n mi NNW (352°T) at lat 27-17-14, long. 98-07-14.

FT WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)

FT WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown.

**FREER ARPT: 320' (1030'MSL) lgtd rdo twr erected 2.0 n mi SSW (211°T) at lat 27-51-18, long. 98-35-46. (4-24)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

HARLINGEN-RICHARDS ARPT: 165' (205'MSL) lgtd temp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long. 97-46-45.

HONDO AIR BASE: Inten. day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radial 306° unreliable; radials 120°-140° unusable acct scalloping and bends. (5-22)

HOUSTON INTERNATIONAL ARPT: Caution-aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. N/S and E/W rnwys closed. Lgts inop. Soft shoulders - keep on rnwys only. No rgt operns. Ctc Arpt on Unicom 122.8 mc prior to lndg for latest fld conditions. NW/SE rnwy only active rnwy. (6-1)

JEFFERSON-CYRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' E of centerline N/S rnwy, 500' S of N taxiway. (12-16)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Suns. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

**McALLEN-MILLER ARPT: 110' (226'MSL) lgtd rdo twr erected 2.0 n mi ENE (80°T) at lat 26-11-55, long. 98-12-55. (5-3) Rnwy 18 clsd to take-offs and landings. (1-24)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINEOLA-WISENER ARPT: Rough-use extreme caution. (4-25)

MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'; Mar 20, VOR shut down until approx June 12 - modification. (6-6)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

PALACIOS-RADIO: May 15, VOR shut down until approx July 17. (5-15)

PERRYTOWN ARPT: Bndry and bcn lgts inop. (4-26)

QUITMAN-RADIO: VOR shut down until approx June 4 - modernization. (4-19)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SAN ANGELO-MATHIS ARPT-TOWER: Effect. July 1, twr will be cmsnd. Trans freq: 272 kc. Rcvs: 3023.5 kc, 122.5 mc. Trans & rcvs: 121.9 mc; 118.3 mc; 257.8 mc and 243.0 mc. Class AC(g). (6-6)

★ST. FRANCIS-RADIO: June 11, MHW perm decmsnd. Too late for ANRA pages.

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. April 19, VOR shut down until approx June 25 - modernization. Concurrent with shutdown, Salt Flat int estab using El Paso 080° radial and V-94 adj station airway radial. MEA El Paso to Salt Flat int via V-16 10,800' MSL. Salt Flat intersection to Gore Intersection via V-16 14,000' MSL. Gore Int to Wink published MEA. (4-19)

**SAN ANTONIO INTERNATIONAL ARPT: 435' lgtd rdo twr erected 10 mi ENE.

SAN MARCOS ARPT: Clsd - const. (4-9)

SULPHUR SPRINGS-RADIO: About June 16, VOR will be shut down until approx Aug 18.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for lgt acft daylight hrs only. Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

FAIRFIELD-RADIO: About July 6, LF rng and Z mrkr will be perm decmsnd. (6-7)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

JORDAN NARROWS-SPECIAL NOTICE: Temporary Controlled Firing Area is amended as follows: Time of use: June 3 to 24, 1956, inclusive.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'. VOR shut down until approx Aug 4 - modernization. During this period, the following airways will not be usable: V-6 Lucin to Fort Bridger; V-6N Ogden to Fort Bridger; V-101 Burley to Ogden. The MEA on V-21 from Malad City to Salt Lake City will be 11,000'. (6-1)

SALT LAKE CITY-RADIO: VOR shut down until approx June 25. The following arwys will not be usable during shut down: V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger. (5-25)

UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145°-155°, 35 n mi, and 275°-295°, 30 n mi. Course roughness exists over mountain ridges north through east between 15 and 20 nautical mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. Capital 3-2311 ext. 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Capital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution - 500' extn. S end rnwy 35 under const, men, equip. on fld.

[redacted]: BRISTOL ARPT: E/W rnwy closed - obstruction. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.
**BURLINGTON ARPT: 390' lgtd antenna erected 1.1 n mi SE (137°T) at lat 44-27-40, long. 73-08-35. (5-11)
[redacted]: SPECIAL NOTICE: On or about June 26, 1956, obstn lgts and mrkgs on the MRL antenna poles at Blackstone, Norfolk and Tappahannock will be perm discontd. (6-8)
BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. (12-28)
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present extreme hazard to acft all altitudes all times.
**DANVILLE MUN ARPT: Two 285' twrs erected 20 n mi N(4°T) at lat 36-55-31, long. 79-19-50. (4-27)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS discontd - Martinsburg, W. Va. will control VOR and LF rngs. Auto. wea trans entered on Service A. (5-23)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35n mi at 1500'; 75°-85°, 30n mi at 1500'; 85°-130°, 35n mi at 1500'; 130°-160°, 39n mi at 3000'.
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. About June 18, VOR/DME will be shut down until approx Aug 3. (4-13)
LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.(7-6)
MARTINSVILLE ARPT: Longest runway and facilities: 20-S5. Fuel: F1. Attended: days.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43n mi at 6000'; 120°-200°, 35n mi at 6000'; 200°-225°, 26n mi at 6000'; 225°-255°, 43n mi at 6000'; 255°-010°, 26n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution.
WILLIAMSBURG-COLLEGE ARPT: Caution-NE/SW rnwy under const. Men, equip on rnwy all hours. (4-19)
[redacted]: SPECIAL NOTICE: Unmrkd p-lines across coves inPuget Sound area and lakes.
BELLEVUE ARPT: 40' power crane working S end of rnwy in apch zone. (5-11)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27n mi account course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy closed to heavy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.
DEER PARK ARPT: E/W rnwy closed on alternate Sundays - drag races. (4-9)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°,43n mi at 8000'; 290°-40°, 26n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area;227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs. (2-23)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)
[redacted]: MT. CATHERINE BCN SITE #4, SEA-HLN: Bcn inop. (2-16)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (3-15) About June 25, VOR will be shut down until approx July 13. (6-8)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'.
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500'-use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr - caution.
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. (8-17) Glide slope point of touchdown 1314'N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 16-34 north 1200' and taxiway north of WAL hangar clsd 0700-1800 Mon thru Fri. (4-27) Rnwys 7-25 and 11-29 clsd. Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be clsd to all 4-eng acft. (5-4)
SHELTON- RADIO: About June 21, Z marker associated with HWZ fac will be changed to low powered FM. (6-8)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43n mi at 7000'; 153°-224°, 43n mi at 5000'; 225°-264°, 43n mi at 6000'; 265°-35°, 43n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. Effect. May 7, request all VFR tfc arriving Geiger Arpt or utilizing apch facilities to Geiger for practice purposes make initial rdo contact with Spokane apch control on appropriate apch ctl freq in lieu of contacting Geiger twr. Contact Geiger twr lcl ctl freq approx 5 mi from arpt unless instructed otherwise. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21.(5-28)
T ACOMA ARPT: Rnwys being repaird. Roller and other equip.on fld and rnwys. Caution - land according to wind tee between rnwys. (1-26)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
[redacted]: CHARLESTON-RADIO: VOR coverage 10°-58°, 26n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. May 7 VOR/DME shut down - modernization.
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°- 195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (2-24)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (1-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy. (5-4)
[redacted]: FOND DU LAC SKYPORT: Caution. Rnwy sides soft wet seasons. (4-9)
GREEN BAY-RADIO: VOR shut down until approx. Aug 1 - modernization. (6-4)

WISCONSIN: LA CROSSE-RADIO: VOR radials 320°-335° unreliable 20 to 30 n mi from stn.
LONE ROCK-RADIO: About July 9, VOR will be shut down until approx Sept. 1-modernization. (6-5)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-mrkd with yellow barricades and flares nqts. (4-23)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in n miles in connection with radar control. All acft apchg Milwaukee with intentions to lndg will, during VFR conditions and if equip with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. Parking fac limited-itinerant military acft on unofficial bus, may find parking fac unavailable. (5-14)
MILWAUKEE-MAITLAND FLD: Closed all operations. (5-29)
WYOMING: CAMP GUERNSEY: A temp controlled firing area is established as follows: Name: Camp Guernsey, Wyo. Description: Beginning at lat 42-16-00, long. 104-42-00, thence to lat 42-12-00, long. 104-42-00, thence to lat 42-12-00, long. 104-45-00, thence to lat 42-16-00, long. 104-45-00, thence to point of beginning. Altitude: Surface to 6,000' MSL. Activities: 155 mm and 105 mm Howitzer firing max of 15 rounds each day. Time of Use: Daily, 1000-1700 hours (MST). Controlling Agency: Adjutant General, Wyoming National Guard, Cheyenne, Wyoming. Effective dates: 15 and 16 June 1956.
CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat, occasional jet acft opern with pick up and dropping of tow targets. (4-29) Rnwy 12-30 clsd. Acft to be parked on rnwy. (6-7)
CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
JACKSON ARPT: E/W rnwy clsd-fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)
KEMMERER ARPT: Entire fld clsd all operns, xcpt graded 4000' S end N/S rnwy. Use extreme caution when wet. (11-6)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
★RAWLINS-RADIO: June 6, trans & rcvr 243.0 mc cmsnd. Rcvd too late for ANRA page.
RIVERTON ARPT: Men, equip on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed. (4-12)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LF rng.
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE rnwy clsd- marked.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men, equip on fld. Use extreme caution. (10-4)
Puerto Rico: SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3,4 and 5 on N departure ramp not fully visible from tower-caution. (6-7)

1/ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective July 2, 1956, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border), is amended between Key West, Fla., and Miami, Fla., rdo rng stns to read: "From the Key West, Fla., rdo rng stn via the Marathon, Fla., nondirectional rdo bcn; Homestead, Fla., AFB nondirectional rdo bcn; Miami, Fla., rdo rng stn;"

(2) Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla), is added to read: "From the Marathon, Fla., nondirectional rdo bcn via the intsxn of the NE course of the Key West, Fla., rdo rng and the SE course of the Miami, Fla., rdo rng to the Miami, Fla., rdo rng stn."

(3) VOR civil airway No. 54 (Texarkana, Ark., to Charlotte, N. C.), is amended by deleting the portion which reads: "to the Muscle Shoals, Ala., omnirng stn. From the Chattanooga, Tenn., omnirng stn via the Spartanburg, S. C., omnirng stn; to the Charlotte, N. C., omnirng stn." and by adding the following portion in lieu thereof: "Muscle Shoals, Ala., omnirng stn; Huntsville, Ala., omnirng stn; Chattanooga, Tenn., omnirng stn; Spartanburg, S. C., omnirng stn; to the Charlotte, N. C., omnirng stn."

CONTROL AREA: (1) Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.), is added to read: "All of Blue civil airway No. 48."

CONTROL AREA EXTENSIONS: (1) (Marathon, Fla.) Caption changed and amended to read: "Within 5 miles either side of a line bearing 219° T extending from the Marathon, Fla., nondirectional rdo bcn to the northern boundary of the Havana, Cuba, Control Area, excluding the portion below 2000' between Amber civil airway No. 7 and the Havana Control Area boundary, and within 5 miles either side of a direct line extending from the Marathon, Fla., nondirectional rdo bcn to the Tamiami, Fla., nondirectional rdo bcn."

(2) (Miami, Fla.), is added to read: "That airspace S of Miami bounded on the E by Miami control area extension, on the South by Blue civil airway No. 48 and Amber civil airway No. 7, and on the NW by Blue civil airway No. 19; that airspace SW of Miami bounded on the N by Blue civil airway No. 3, on the SE by Blue civil airway No. 19 and on the W by the Marathon control area extension."

(3) (Huntsville, Ala.), is added to read: "Within 5 miles either side of the 341° T and 161° T radials of the Huntsville omnirng extending from the omnirng stn to points 15 miles NW and SE excluding the portion which overlaps the Redstone Arsenal restricted area (R-112)."

CONTROL ZONES: (1) (Homestead, Fla.), is added to read: "Within a 5 mile radius of the Homestead Air Force Base and within 2 miles either side of the centerline of the NE-SW runway extending from the runway end to a point 10 miles SW of the Homestead AFB nondirectional rdo bcn."

(2) (Huntsville, Ala.), is added to read: "Within a 6 mile radius of the Huntsville Mun. Airport excluding the portion which overlaps the Redstone Arsenal restricted area (R-112)."

REPORTING POINTS: (1) Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border), is amended by changing all before Miami, Fla., rdo rng stn to read: "Key West, Fla., rdo rng stn; Marathon, Fla., nondirectional rdo bcn; Homestead, Fla., AFB nondirectional rdo bcn; Miami, Fla., rdo rng stn;"

(2) Blue civil airway No. 48 (Marathon, Fla., to Miami, Fla.), is added to read: "The intsxn of the SE course of the Miami, Fla., rdo rng and the NE course of the Key West, Fla., rdo rng."

VOR REPORTING POINT: (1) Domestic VOR reporting points is amended by adding the following reporting point: (a) Sable Intsxn - the intsxn of the SW course of the Perrine, Fla., rdo rng and the centerline of the Marathon control area extension."

(12 Jun 1956)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICHIGAN **Detroit City Arpt. 626** **SBRAZ-T-QG** **Procedure Number 1** **Amendment Number 5** **Effect. date: 14 July 1956** **Supersedes Amendment** No. 4, **dated 22 March** 1955. **Major Changes:** 1. **Transition added QG-VOR. Deleted all other** transitions **as airways** go over facility. 2. Revise Cols. 5 & 6. 3. Visibility revised Col. 10. 4. Col. 12 revised. 5. Revise to new form.	Windsor VOR	061 3.0	2000	E side of crs. 142 - outbnd 322 - inbnd 2000 within 10 mi.	1500	329 7.8	T-dn C-dn A-dn	*500-1 800-1 800-2	*500-1 800-1 800-2	*500-1 800-1.5 800-2	Within 7.8 miles, climb to 2300' on NW course Windsor LFR to Warren Intersection. *300-1 Take-off authorized on Runway 33 only. AIR CARRIER NOTE: Sliding scale not applicable. Detroit RBN 2.3 miles SE Detroit City airport.
Procedure Number 2 **Amendment Number 3** Effect. **date: 14 July 1956** **Supersedes Number 2** dated 22 March 1955. Major Changes: 1. Revise to new form. 2. Add transition from QG-VOR 3. Procedure turn revised to East. 4. Col. 10 visibility revised. 5. Col. 12 revised.	Salem VOR to ∮Warren Intsxn. Pontiac Intsxn ∮ to Warren Intsxn. Windsor VOR to ∮Warren Intsxn.	082 23.0 149 9.5 343 13.5	2700 Final 1800 2300	E side of crs. 329 - outbnd 149 - inbnd 2300 within 10 mi. All turns will be made on E side of course. High obstructions W side of course.	Warren ∮Intsxn. 1800	Warren ∮Intsxn. to airport 149 4.5	T-dn C-dn A-dn	*500-1 700-1 800-2	*500-1 700-1 800-2	*500-1 700-1.5 800-2	Within 4.5 miles, climb to 2300', proceed to QG-LFR or when directed by ATC: (1) Make left turn, climbing to 2300'. Proceed back to ∮Warren Intersection. *300-1 Take-off authorized on Runway 33 only. AIR CARRIER NOTE: Sliding scale not applicable. ∮Warren Intersection- Intsxn. NW course Windsor LFR and 082° radial Salem.
LOS ANGELES, CALIF. International Arpt. 125 SBRAZ-DTXV LAX Procedure Number 1 Amendment Number 9 Effect. 14 July 1956 Supersedes Amdt. No. 8 dated 28 March 1956 Major Changes: Nautical miles: change circling ceiling for 2-engine or less acft (less than 65 knots) to 500' because of obstruction.	Hollywood Hills FM Downey FM/RBN (Final) Los Angeles LOM (Final) San Pedro Intersection Radar vectoring to final approach course authorized.	143 11.5 258 9.5 258 1.7 340 21.0	3000 1500 1000 3000	S side E course 078 - outbnd 258 - inbnd 2000 within 9 mi. (E of Downey RBN NA) Procedure turn S for better terrain.	*1000	245 3.4	T-dn C-dn S-dn Rnwy 25 L/R A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 3.4 miles---climb to 2000' on West course within 25 miles. *Maintain 1500' until over LAX LOM inbnd.
PENSACOLA, FLA. Municipal Arpt. 121 SBRAZ-PNS Procedure Number 1 Amendment Number 9 Effect: 21 July 1956 Supersedes Amdt. No. 8 dated 8 July 1954. Major Changes: Revise transitions. Revise courses due variation. Convert to nautical miles. Change airport name from Hagler to Municipal	Pensacola VOR Gonzalez LF Intsxn. Millview LF Intsxn.	100 6.0 161 10.0 078 11.0	1700 1200 1700	E side S crs. 161 - outbnd 341 - inbnd 1200 within 10 mi. (Beyond 10 mi. NA).	700	341 1.8	T-dn C-dn S-dn 35 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 1.8 miles, turn right, climb to 1200' on South crs. (161°) within 10 miles. CAUTION: Danger area beyond 10 miles.

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
LA GRANGE, GA. Callaway Arpt. 700 BVOR - LGC Procedure Number 1 Amendment Number 2 dated 22 April 1954.	CANCELLED 14 JUNE 1956. PROCEDURE SUPERSEDED BY COMBINED BVOR/DME PROCEDURE AMENDMENT NUMBER: ORIGINAL EFFECTIVE 12 MAY 1956.										
LOS ANGELES, CALIF. International Arpt. 125 BVOR - LAX Procedure Number 1 Amendment Number 1 Effect. 14 July 1956 Supersedes Original dated 10 December 1955. Major Changes: Nautical miles; add radar vectoring note to transitions.	Los Angeles LFR Hollywood Hills FM 6 nautical miles from LAX VOR on radial 250° as reported by LAX radar or by DME fix (final) Radar vectoring to final approach course authorized.	246 6.1 173 11.3 070 6.0	1500 3000 600	S side of crs. 250 - outbnd 070 - inbnd 1500 within 10 mi.	600	070 1.2	T-dn C-dn S-dn Rnwy 7R A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 1.2 miles, climb to 2000' on East course LAX LFR or LAX radial 074°, no farther East than Downey FM/RBN. (12 Jun 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (—) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
EVANSVILLE, IND. Dress Memorial Arpt. 389 ILS-EVV LOM-EV Procedure Number 1 Comb. ILS/ADF Amendment Number 4 Effect. date: 21 July 1956. Supersedes Amdt. No. 3, dated 15 July 1954. Major Changes: 1. New form converted to knots. 2. Back course transition deleted. 3. Cols. 8 & 9 raised. Glide slope changed. 4. Col. 14 and air carrier notes revised.	Intsxn EVV-VOR radial 062 & 254 brng. to LOM	LOM	254 14.8	1800	N side NE crs. 035 - outbnd 215 - inbnd 1800 within 10 mi.	ILS 1800 ADF 1300	1704 3.9	631 0.5	T-dn C-d C-n S-dn 21	300-1 600-1 600-2	300-1 600-1 600-2	*200-0.5 600-1.5 600-2	Within 3.9 mi. after passing LOM, make left climbing turn, climb to 2000' on 180° track from LMM (or arpt) to rad. 80, proceed to EVV-VOR on radial 80. If further instructions not received, hold SW of VOR at 2000'. When directed by ATC: (1) Make climbing right turn, climb to 2000' on 330° track from LMM (or airport) to rad 355 & proceed outbnd on rad 355 within 20 miles of EVV-VOR. CAUTION: Radio tower 975'MSL 3.6 miles SW of airport.
	Intsxn EVV-VOR rad. 077 & 284 brng. to LOM	LOM	284 16.1	1800					**ILS S-d 21	400-1	400-1	400-1	
	Intsxn EVV-VOR rad. 030 & 190 brng. to LOM	LOM	190 17.4	1800					ADF S-n 21	500-1	500-1	500-1	
	EVV-VOR	LOM	051 16.9	2000					ADF A-dn	500-1.5	500-1.5	500-1.5	
									#ILS ADF	600-2 800-2	600-2 800-2	600-2 800-2	
	AIR CARRIER NOTES: Sliding scale authorized only on Runways 3-21 and 18-36. *300-1 on Runways 9 and 27. **500-1 required with glide slope inoperative. Inoperative ILS components provisions regarding approach lights not applicable. #All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.												
JACKSONVILLE, FLA., ILS Procedure "Raise transition altitudes from Sunbeam and Blue Jacket Intsxns & procedure turn altitude to 2000 ft. due 995 ft. TV tower."													
LOS ANGELES, CALIF. International Arpt. 125 ILS LAX LOM LA Comb. ILS/ADF Procedure Number 1 Amendment Number 14 Effect.: 14 July 1956 Supersedes Amdt. No. 13, dated 28 March 1956 Major Changes: Nautical miles; change circling ceiling for less than 2-engine(65 knots or less) to 500' because of obstructions.	LAX LFR	LOM	074 1.7	2000	S side E crs. 068 - outbnd 248 - inbnd 2000 within 10 mi. (East of Downy RBN NA).	ILS 1700 ADF 1700 # over LOM	1700 5.2	310 0.5	T-dn C-dn S-dn Rnwy 25L	300-1 500-1	300-1 600-1	200-0.5 600-1.5	Within 5.2 miles---after passing LOM, climb to 2000' on West course LAX LFR within 20 mi. *Aircraft must descend from 3000' immediately after passing Downy, inbound. #ADF approach cross LAX LFR inbound at minimum of 1000' MSL.
	Downy FM/RBN(final)	LOM	253 7.8	1700*					ILS	200-0.5	200-0.5	200-0.5	
	LGB LFR	Downy FM/RBN	338 11.0	3000					ADF	400-1	400-1	400-1	
	LGB VOR	Downy FM/RBN	328 10.9	3000					A-dn ILS	600-2	600-2	600-2	
	LGB LFR	LOM	304 13.9	1700					ADF	800-2	800-2	800-2	
	LGB VOR	LOM	297 14.8	1700									
	Hollywood Hills FM	LOM	135 12.2	3000									
	LAX VOR	LOM	068 7.8	2000									
	Radar vectoring to final approach course authorized												
Procedure Number 2 Amendment Number 4 Effect: 28 March 1956. ILS LAX LAX Radar (ASR)	CANCELLED - EFFECTIVE 14 June 1956												
MADISON, WISC. Truax Field 859 ILS LOM Procedure Number 1 Comb. ILS/ADF Amendment Number 4 Effect. date: 14 July 1956. Supersedes Amdt. No. 3 dated 20 April 1954. Major Changes: 1. Transitions revised. 2. Col. 6 revised to 10 miles. 3. New form. 4. Col 14 revised.	MSN-LFR	LOM	218 3.5	2400	E side of crs. 179 - outbnd 359 - inbnd 2400 within 10 mi.	ILS 2000 ADF 1900	1918 3.9	1058 0.6	T-dn C-dn S-dn	300-1 600-1	300-1 600-1	200-0.5 600-1.5	Within 3.9 miles after passing LOM(ADF) climb to 2500' on North course ILS or 359 course from LOM within 20 miles. CAUTION: 1211' tower 1.3 miles to left of crs. after passing LOM on final and 1023' MSL pole 0.8 miles to left of crs. & 0.8 miles SW of rnwy 36. *Procedure turn not required when using as final approach.
	Intsxn. 336° radial JVL-VOR & ILS S course	LOM	359 2.4	*Final ILS 2000					ILS	200-0.5	200-0.5	200-0.5	
	Mendota VHF Intsxn.	LOM	149 7.6	2700					ADF	600-1	600-1	600-1	
	Intsxn 312° radial JVL-VOR & ILS S course	LOM	359 18.8	*Final ILS 2000					A-dn ILS	600-2	600-2	600-2	
	Truax Rbn.	LOM	177 6.2	2400					ADF	800-2	800-2	800-2	
MILWAUKEE, WISC. General Mitchell Fld. 698 ILS-MKE LOM-MK Procedure Number 1 Comb. ILS/ADF Amendment Number 8 Effect. date: 21 June 1956. Supersedes Amdt. No. 7 dated 9 May 1956. Major Changes: ILS straight-in minimums raised due to obstructions.	MKE-LFR	LOM	195 2.2	2000	E side S crs. 186 - outbnd 006 - inbnd 2000 within 10 mi.	ILS 2000 ADF 1400 over LOM	2035 4.0	918 0.5	T-dn C-dn S-dn 1	300-1 600-1	300-1 600-1	200-0.5 600-1.5	Within 4.0 miles after passing LOM, climb to 2700' on N crs. MKE-LFR within 20 miles, or when directed by ATC, make left climbing turn to 2300' & intercept 109° radial MKE-VOR and proceed to MKE-VOR. *Descent to 2000' authorized after passing intersection inbound.
	Franksville FM (final)	LOM	354 6.5	ILS 2000					ILS	300-1	300-1	300-1	
	Franksville FM (final)	LOM	354 6.5	ADF 1400					ADF	400-1	400-1	400-1	
	MKE VOR	LOM	127 22.6	2300					A-dn ILS	600-2	600-2	600-2	
	Intsxn N crs. MKE-LFR & ILS S crs.	LOM	186 3.7	2000					ADF	800-2	800-2	800-2	
	Genesee FM	LOM	106 21.7	2000									
	Racine Intsxn. VHF	LOM	302 11.3	3000*									
	Cardinal Intsxn VHF	LOM	186 14.8	2700									
PENSACOLA, FLA. Municipal Arpt. 121 ILS-IPNS LOM-PN Comb. ILS/ADF Procedure Number 1 Amendment Number 1 Effect. 21 July 1956 Supersedes Amdt. No. Original dated 24 September 1954. Major Changes: Revise transitions. Revise approach course due variation. Revise missed approach distance. Convert to nautical miles.	Pensacola VOR	OM	055 8.0	1700	E side N crs. 343 - outbnd 163 - inbnd 1300 within 10 mi. (Beyond 10 mi. NA).	1300 ADF 700 over LOM	1266 3.7	329 0.5	T-dn C-dn S-dn 17	300-1 400-1	300-1 500-1	200-0.5 500-1.5	Climb to 1200' on S crs. ILS or within 3.7 mi. of LOM(ADF) climb to 1200' on crs. of 163° within 10 mi. CAUTION: Warning area beyond 10 miles. No approach lights. *400-0.75 required when glide path not utilized. Procedure turn non-standard due control area limits.
	Pensacola LFR	LOM	343 6.5	1200					ILS*	300-0.75	300-0.75	300-0.75	
	Gonzalez VHF Intsxn. (final)	OM	163 3.0	ILS 1300 ADF 700					ADF A-dn	400-1	400-1	400-1	
	Gonzalez LF Intsxn. (final)	LOM	163 3.6	ILS 1300 ADF 700					ILS ADF	600-2 800-2	600-2 800-2	600-2 800-2	
Procedure Number 2 (Back Course ILS localizer) ILS-IPNS Amendment-Original Effect. 21 July 1956	Pensacola VOR	Blanchard Intsxn.	100 8.0	1700	E side S crs. 163 - outbnd 343 - inbnd 1200 within 10 mi. of Blanchard Intsxn. (Beyond 10 mi. NA due danger area).	No glide slope 700 over Blanchard Intsxn.	Blanchard to Rnwy 35 343°	1.8 mi.	T-dn C-dn S-dn 35 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 1.8 mi., turn right climb to 1200' on S course of ILS within 10 miles. CAUTION: Danger area beyond 10 miles. (12 Jun 1956)
	Gonzalez VHF Intsxn.	Blanchard Intsxn.	163 10.0	1200									

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a PAR approach or, for more than 30 seconds during an ASR approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing, minimums; or (D) if landing is not accomplished.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS								MISSED APPROACH PROCEDURE
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR)			SURVEILLANCE APPROACH (ASR)			
				TWO ENG. OR LESS		MORE THAN TWO ENG.	TWO ENG. OR LESS		MORE THAN TWO ENG.	
				65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS	65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11
ATLANTA, GEORGIA Atlanta Arpt. 1024 Procedure Number 1 Amendment-Original Effect: Commissioning of Facility Approximately 21 July 1956.	Sectors measured from airport 0-360, 3000' Within 25 miles 070 290 2200 Within 15 miles.	All	T-dn	300-1	300-1	200-0.5	300-1	300-1	200-0.5	9R & 3, Climb to 3000' and proceed to Conyers Intersection via E course ILS or climb to 3000' on NE course ATL LFR within 20 miles. 15R, Climb to 2200', turn right and proceed to ATL VOR or proceed on SE course of ATL LFR within 20 miles. 27L, 33L, Climb to 3000' and proceed to Campbellton Intersection via W course ILS, or turn left and proceed on SW course of ATL LFR within 20 miles.
		9R, 15R, 27L, 33L, 3	C-dn	400-1	500-1	500-1.5	400-1	500-1	500-1.5	
		9R	S-dn	200-0.5	200-0.5	200-0.5	400-1	400-1	400-1	
		15R	S-dn				500-1	500-1	500-1	
		27L, 33L, 3	S-dn				400-1	400-1	400-1	
BOSTON-BEDFORD, MASS. Hanscom Arpt. 115 Procedure Number 1 Amendment-Original Effect. date: 21 July 1956 This procedure premised on the use of USAF GCA.	All directions 2000' within 15 miles.	All	T-dn	300-1	300-1	200-0.5	300-1	300-1	200-0.5	Make an immediate left turn to 320°, climb to 2000', then go direct to Bedford "HW" facility or as approach control directs. LOSS OF COMMUNICATIONS PROCEDURE Climb to 2000', then go direct to Bedford "HW" facility or as approach control directs. CAUTION: 570'MSL tower 3 mi. Northeast of airport.
		All	C-dn	500-1	500-1	500-1.5	500-1	500-1	500-1.5	
		11	S-dn	400-1	400-1	400-1	500-1	500-1	500-1	
		5	S-dn				500-1	500-1	500-1	
LOS ANGELES, CALIF. International Arpt. 125 Procedure Number 1 Amendment Number 9 Effect. 14 July 1956 Supersedes Amdt. No. 8 dated 28 March 1956 Major Changes: Change 2-Engine or less aircraft (65 knots or less) circling ceiling to 500' because of obstructions.	All bearings are to the radar with sector azimuths progressing clockwise. Within 5 miles 165 194 1700 195 164 1500 Within 10 miles 165 194 2000 195 220 1800 221 330 1500 331 360 2000 001 090 1500 091 164 2500 Within 15 miles 091 135 3500 136 194 3000 195 240 2000 241 314 1500 315 360 2500 001 090 1500 Within 20 miles 091 220 5000 221 090 3000 Within 25 miles 091 164 5000 165 220 7500 221 264 3500 265 314 3000 315 360 4000 001 090 4000	PAR 35L ✓ ASR 25L, 25R, 7L, 7R	T-dn C-dn S-dn A-dn	300-1 400-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	200-0.5 600-1.5 200-0.5 600-2	300-1 500-1 400-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1.5 800-2	Climb to 2000' on West course of Los Angeles LFR within 25 miles of LAX LFR.
OKLAHOMA CITY, OKLA. Will Rogers Field 1283 Procedure Number 1 Amendment - Original Effective: 14 July 1956	Sectors are from airport 0 90 3800 90 180 2700 180 270 2800 270 360 2800 Within 20 miles.	All All 17, 35 All	T-dn C-dn S-dn A-dn				300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	Runway 17 - climb to 2500' on 170° course from Tulakes RBN or South course ILS within 20 miles. Runway 35 - climb to 3100' on course of 350° from LOM or North course ILS within 20 miles or when directed by ATC. Runway 17, 35 - proceed to VOR climbing to 2500' or climb to 2700' on East course LFR within 20 miles. *300-1 Required on Runways 8-26.

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TWO ENG. OR LESS		MORE THAN TWO ENG.	
								65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICHIGAN Detroit City Arpt. 626 MB DET Procedure Number 1 Amendment Number 5 Effect. date: 14 July 1956 Supersedes Amdt. No. 4 dated 22 March 1955. Major Changes: 1. Transition added from QG VOR (New Facility). 2. Deleted transition SVM VOR & Warren Intsxn. 3. Revised altitude & distance (Criteria) Col. 5 4. Revised altitude (criteria)-Col. 6. 5. Visibility Minimums lowered to 1 mile.-Col. 10. 6. Col. 12 revised.	RML LFR	068 21.0	2000	E side of crs. 149 - outbnd 329 - inbnd 2000 within 10 mi.	1500	329 2.3	T-dn C-dn A-dn	*500-1 700-1 800-2	*500-1 700-1 800-2	*500-1 700-1.5 800-2	Within 2.3 miles, climb to 2300' on track of 329° to Warren Intersection. *300-1 Take-off authorized Runway 33 only. AIR CARRIER NOTE: Sliding scale not authorized.
	Windsor LFR	328 5.5	Final 1500								
	QG VOR	357 6.0	2300								

(12 Jun 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

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VHF VISUAL - AURAL (VAR) RANGE PROCEDURES

HICKORY, N. C.
Municipal Arpt. 1180
HKY - VAR
Procedure Number 1
Amendment Number 4
dated 2 February 1953.

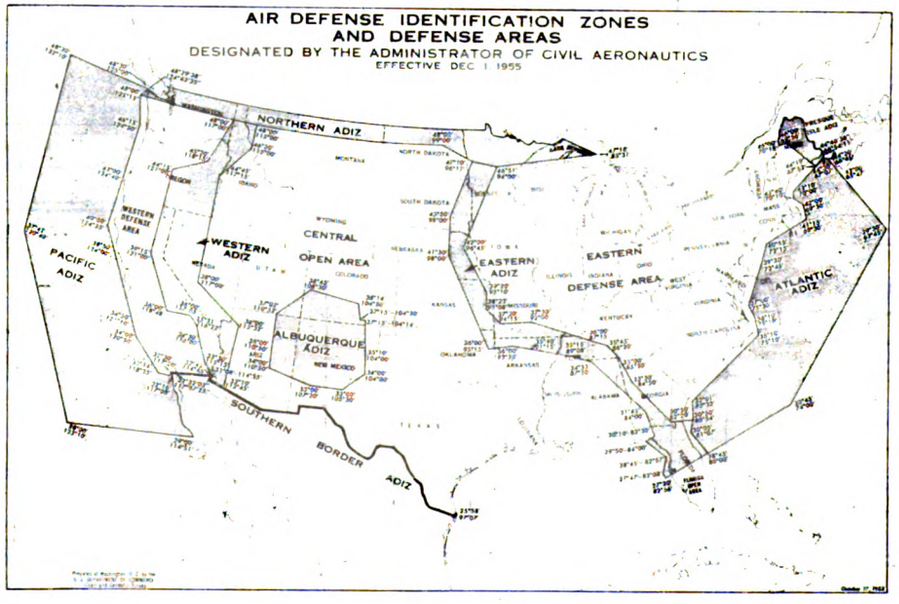
PROCEDURE CANCELLED 16 MAY 1956, FACILITY UNUSABLE. THIS CORRECTS AIRGI, VOLUME 11, NUMBER 5, DATED 15 MAY 1956 WHICH INADVERTENTLY CANCELLED "HICKORY, NORTH CAROLINA MUNICIPAL AIRPORT LFR PROCEDURE."

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT.(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
LANCASTER, PA. Municipal Arpt. 403 TVOR-LRP TVOR-8 Amendment Number 1 Effect. date: 21 July 1956 Supersedes Amdt. "Original", dated 5 May 1956 Major Changes: Revises straight-in landing minimums. Facility owned and operated by the Lancaster Airport Authority.	Lancaster Intsxn. Lancaster Rbn. Landisville Intsxn* (final)	066 3.8 061 4.2 082 5.0	2000 2000 #800	S side of crs. 262 - outbnd 082 - inbnd 2000 within 10 mi. of TVOR.	#800	076 0.57	T-dn C-dn S-dn 8 A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2		Climb to 2000' on radial 082° within 10 miles and return to TVOR at 2000'. #Maintain 1200 until after passing Landisville Intersection. If aircraft not equipped to identify Landisville Intsxn*., ceiling minimum of 800' is applicable for landing. *Intsxn. Lancaster, Pa., TVOR 262° radial and Harrisburg, Pa., 115° radial or 133° brng to Lancaster, Pa., Rbn.
							CAUTION:	1490' Tower 17 miles SW of airport. Do not descend below 2000' on final approach until past Harrisburg, Pa. VOR 120° radial.			
TVOR-31 TVOR-LRP Amendment Number 1 Effect. date: 21 July 1956 Supersedes Amdt. "Original" dated 5 May 1956. Major Changes: Revises landing minimums. Facility owned and operated by the Lancaster Airport Authority.	Lancaster Rbn. Lancaster Intsxn.	061 4.2 066 3.8	2000 2000	N side of crs. 136 - outbnd 316 - inbnd 2000 within 10 mi.	900	307 0.32	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2		Climb to 2000' on radial 316° within 10 miles. Make left turn and return to Lancaster TVOR at 2000'.

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.



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AIRMAN'S GUIDE

SPECIAL NOTICE
Fort Lewis Restricted Area. See page 29

SPECIAL NOTICE
Columbus, Ohio Routing Area. See Page 10

RADIO FACILITY DATA Page 2

VOL. 11, NO. 8 ..... JUNE 26, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequences available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange .--.. -.-.... (Voice) (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight

(26 June 1956)

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportation, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable	-	suitable for ILS back course approaches
Restricted	-	not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches
Unusable	-	not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particulary cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective July 26, 1956, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska), is amended by changing the portion which reads: "excluding the portion which the Fort Lewis, Wash., restricted area (R-244);" to read: "excluding the portion below 1500' MSL which lies over Fort Lewis, Wash., restricted area (R-503) and the portion below 5000' MSL which lies over Fort Lewis, Wash., restricted area (R-504);"

(2) Amber civil airway No. 7 (Key West, Fla., to United States-Canadian Border), is amended between the Charleston, S. C., and Raleigh, N. C., rdo rng stns to read: "Charleston, S. C., rdo rng stn; the intsxn of the NE course of the Charleston, S. C., rdo rng and the S course of the Florence, S. C., rdo rng; Florence, S. C., rdo rng stn; the intsxn of the N course of the Florence, S. C., rdo rng and the SW course of the Raleigh, N. C., rdo rng; Raleigh, N.C., rdo rng stn;"

(3) Red civil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.), caption changed and is amended by changing the last portion to read: "From the Augusta, Ga., rdo rng stn via the Columbia, S. C., rdo rng stn; the intsxn of the E course of the Columbia, S. C., rdo rng and the S course of the Florence, S. C., rdo rng; Florence, S. C., rdo rng stn; Lumberton, N. C., nondirectional rdo bcn; the intsxn of a line bearing 21° T from the Lumberton, N. C., nondirectional rdo bcn and a line bearing 191° T from the Raleigh, N. C., rdo rng stn to the Raleigh, N. C. rdo rng stn."

(4) Red civil airway No. 74 (New Orleans, La., to Bay Minette, Ala.), is amended to read: "From the intsxn of the E course of the New Orleans, La., rdo rng with a line bearing 225° T from the Bay Minette, Ala., nondirectional rdo bcn to the Bay Minette, Ala., nondirectional rdo. bcn."

(5) Blue civil airway No. 3 (Miami, Fla., to Sault Ste. Marie, Mich.), is amended by changing the portion which reads: "Cross City, Fla., rdo rng to the intsxn of the NW course of the Cross City, Fla., rdo rng and the E course of the Tallahassee, Fla., rdo rng stn," to read: "Cross City, Fla., rdo rng stn to the Tallahassee, Fla., rdo rng stn, excluding the portion above 19,000' MSL which lies within the Tyndall AFB restricted area (R-336) between sunset and sunrise."

(6) VOR civil airway No. 1 (Charleston, S. C., to New York, N. Y.), is amended by changing the first portion to read: "From the Charleston, S. C., omnirng stn via the Myrtle Beach, S. C., omnirng stn; Wilmington, N. C., omnirng stn; New Bern, N. C., omnirng stn; Cofield, N. C., omnirng stn; intsxn of the Cofield omnirng 058° T radial and the SW course of the Norfolk, Va. ILS lclzr; Norfolk, Va., ILS lclzr; to the point of intsxn of the Norfolk ILS lclzr NE course and the Norfolk, Va., VAR N course, excluding the portion of this arwy above 5500' MSL within 60 s miles of a point at lat 34-54-30N, long. 76-53-00W, daily from sunset to sunrise."

(7) VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wisc.), is amended by changing all before the Muscle Shoals, Ala., omnirng stn to read: "From the Miami, Fla., omnirng stn via the Fort Myers, Fla., omnirng stn; Lakeland, Fla., omnirng stn, including an E alternate via the intsxn of the Fort Myers omnirng 035° T and the Lakeland omnirng 161° T radials; Cross City, Fla., omnirng stn, including a W alternate from the Fort Myers omnirng stn to the Cross City omnirng stn via the Tampa, Fla., omnirng stn and the intsxn of the Tampa omnirng 012° T and the Cross City omnirng 150° T radials; Tallahassee, Fla., omnirng stn; Marianna, Fla., omnirng stn, including a W alternate from the Cross City omnirng stn to the Marianna omnirng stn via the intsxn of the Cross City omnirng 287° T and the Marianna omnirng 141° T radials; Dothan, Ala., term omnirng stn; intsxn of the Dothan term omnirng 336° T and the Montgomery omnirng 123° T radials; Montgomery Ala., omnirng stn; Birmingham, Ala., omnirng stn, including an E alternate via the intsxn of the Montgomery omnirng 358° T and the Birmingham omnirng 138° T radials and also a W alternate; intsxn of the Birmingham omnirng 358° T and the Muscle Shoals omnirng 129° T radials; Muscle Shoals, Ala., omnirng stn."

(8) VOR civil airway No. 23 (San Diego, Calif., to Bellingham, Wash.), is amended by adding a new last sentence to read: "The portion of this arwy below 1500' above MSL which overlaps the Fort Lewis restricted area (R-503) and the portion of this arwy below 5000' above MSL which overlaps the Fort Lewis restricted area (R-504) are excluded."

(9) VOR civil airway No. 97 (Miami, Fla., to Alexandria, Minn.), is amended by changing the portion which reads: "Tallahassee, Fla., omnirng stn, including an E alternate from the Tampa omnirng stn to the Tallahassee omnirng stn via the intsxn of the Tampa omnirng 331° T and the Cross City omnirng 182° T radials, the Cross City, Fla., omnirng stn and the intsxn of the Cross City omnirng 287° T and the Tallahassee omnirng 150° T radials;"to read: "Tallahassee, Fla., omnirng stn, including an E alternate from the Tampa omnirng stn to the Tallahassee omnirng stn via the intsxn of the Tampa omnirng 331° T and the Cross City omnirng 182° T radials and the Cross City, Fla., omnirng stn; "

(10) VOR civil airway No. 99 (Newport, Oreg., to Vancouver, B. C.), is amended by changing the portion which reads: "to the Vancouver, B. C., rdo rng stn, excluding the portion which overlaps the Fort Lewis restricted area." to read: "to the Vancouver, B. C., rdo rng stn, excluding the portion of this arwy, below 14,000' above MSL, which overlaps the Fort Lewis restricted area (R-505)."

(11) VOR civil airway No. 194 (Royston, Ga., to Norfolk, Va.), is amended by changing all after the Charlotte, N. C., omnirng stn to read: "Charlotte, N. C. omnirng stn; Raleigh, N.C., omnirng stn; Rocky Mount, N. C., omnirng stn, including a S alternate via the intsxn of the Raleigh omnirng 116° T and the Rocky Mount omnirng 237° T radials; Cofield, N. C., omnirng stn; point of intsxn of the Cofield, N. C. omnirng 058° T and the Norfolk, ILS lclzr SW course; Norfolk, Va. ILS lclzr; to the point of intsxn of the Norfolk ILS lclzr NE course and the Norfolk, Va., VAR N course."

(12) VOR civil airway No. 208 (Los Angeles, Calif., to Needles, Calif.), is amended to read: "From the Los Angeles, Calif., omnirng stn via the intsxn of the Los Angeles omnirng 185° T and the Oceanside omnirng 280° T radials; Oceanside, Calif., omnirng stn; point of intsxn of the Oceanside 101° T and the San Diego, Calif., omnirng 046° T radials; Thermal, Calif., omnirng stn; to the Needles, Calif., omnirng stn."

(13) VOR civil airway No. 241 (Kinston, N. C. to Cofield, N. C.), is added to read: "From the point of intsxn of the Wilmington, N. C., omnirng 005° T and the New Bern, N. C., omnirng 297° T radials to the Cofield, N. C., omnirng stn."

(14) VOR civil airway No. 243 (Chattanooga, Tenn., to Bowling Green, Ky.), is added to read: "From the Chattanooga, Tenn., omnirng stn to the Bowling Green, Ky. omnirng stn."

(15) VOR civil airway No. 244 (Crestview, Fla., to Dothan, Ala.), is added to read: "From the Crestview, Fla., omnirng stn via the intsxn of the Crestview omnirng 076° T and the Dothan term omnirng 240° T radials; to theDothan, Ala., term omnirng stn. The portion of this arwy above 19,000' above MSL, which lies within the Tyndall AFB restricted area (R-336), is excluded daily between sunset and sunrise."

CONTROL AREAS: (1) Red civil aireay No. 16 (Tallahassee, Fla., to Raleigh, N.C.), caption changed and is amended to read: "All of Red civil arwy No. 16."

(2) VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wisc.), is amended to read: " "All of VOR civil arwy No. 7, including E and W alternates, but excluding all that airspace below 2000' above MSL which lies beyond the continental limits of the United States and also excluding the airspace between the main arwy and its W alternate between the Cross City, Fla., omnirng stn and the Marianna, Fla., omnirng stn."

(3) VOR civil airway No. 97 (Miami, Fla., to Alexandria, Minn.), is amended to read: "All of VOR civil arwy No. 97 including E and W alternates, but excluding all the airspace below 2000' above MSL which lies beyond the continental limits of the United States."

(4) VOR civil airway No. 208 (Los Angeles, Calif., to Needles, Calif.), is amended to read: "All of VOR civil arwy No. 208."

(5) VOR civil airway No. 241 (Kinston, N. C., to Cofield, N. C.), is added to read: "All of VOR civil arwy No. 241."

(6) VOR civil airway No. 243 (Chattanooga, Tenn., to Bowling Green, Ky.), is added to read: "All of VOR civil arwy No. 243."

(7) VOR civil airway No. 244 (Crestview, Fla., to Dothan, Ala.), is added to read: "All of VOR civil arwy No. 244."

CONTROL AREA EXTENSIONS: (1) (New Orleans, La.), is amended by changing the words which read: "and on the N by Green civil arwy No. 6;" to read: "and on the N by Red civil arwy No. 30;"

(2) (Memphis, Tenn.), is amended to read: "That airspace within a 50 mi radius of the Memphis rdo rng stn lying in the SE, SW and NW quadrants of the rdo rng and that airspace within an arc 45 mi in radius from the Memphis NAS rdo rng stn bounded on the W and NW by VOR civil arwy No. 11 and on the SE by Green civil arwy No. 5".

(3) (Tallahassee, Fla.), is amended to read: "That airspace bounded on the N by VOR civil arwy No. 22, on the E by VOR civil arwy No. 159 and on the S and W by VOR civil arwy No. 7W, excluding the portion above 19,000' MSL between sunset and sunrise which lies within Tyndall AFB restricted area (R-336)."

(4) (Seattle, Wash.), is amended to read: "That airspace within a 30 mi radius of the Seattle-Tacoma Intnl Arpt, excluding the portion below 1500' MSL which lies over Fort Lewis restricted area (R-503), below 5000' MSL which lies over Fort Lewis restricted area (R-504), and below 14,000' MSL which lies over Fort Lewis restricted area (R-505); that airspace SSW of Seattle bounded on the S by lat 46-35-00, on the W by long. 123-03-00 and on the NNE by Blue civil arwy No. 71; that airspace N of Seattle bounded on the S by Red civil arwy No. 79, on the E by Green civil arwy No. 10, and on the NW by a line extending from a point at lat 48-02-00, long. 122-26-00 to a point at lat 47-55-00, long. 122-32-00."

(5) (Edenton, N. C.), is added to read: "That airspace bounded on the W by Amber civil arwy No. 9, on the N by the Norfolk, Va., control area extension, on the NE by Red civil arwy No. 34 and the Elizabeth City, N. C., control area extension, on the SE by the NW shore of the Pamlico Sound, and on the S by the Cherry Point restricted area (R-123), excluding the portions which overlap Albemarle Sound restricted areas R-1, R-2, R-3, R-6, R-7, R-8 and R-9."

(6) (Toledo, Wash.), is amended to read: "Within 5 mi either side of the E course of the Toledo rdo rng extending from the rdo rng stn to a point 20 mi E and within five miles either side of the W course of the rdo rng extending from the rdo rng stn to a point 25 mi W, excluding the portion which overlaps restricted areas."

(7) (Cross City, Fla.), is amended by adding the following portion to present control area extension: "and within 5 mi either side of the 242° T radial of the Cross City omnirng extending from the omnirng stn to the eastern boundary of VOR civil arwy Nos. 35 and 97."

(8) (Tacoma, Wash.), is amended to read: "That airspace within a 40 n mi radius of McChord AFB excluding the following: the portions which overlap Hood Canal Caution Area (C-243) and VOR civil arwy No. 27, the portion which conflicts with Olympic Peninsula restricted area (R-241), the portions below 1500' MSL which lie over Fort Lewis restricted area (R-503), below 5000' MSL which lie over Fort Lewis restricted area (R-504) and below 14,000' MSL which lie over Fort Lewis restricted area (R-505)."

(9) (Fayetteville, N. C.), is revoked.

(10) (Blytheville, Ark.), is added to read: "That airspace NW of the Blytheville AFB bounded on the E by VOR civil arwy No. 9, on the S by VOR civil arwy No. 140, on the W by VOR civil arwy No. 69, and on the N by a line extending through a point at lat 36-21-00, long. 90-04-00" and a point at lat 36-32-00, long. 90-40-00."

(11) (Yakataga, Alaska), is amended by changing the last word from "SW to "SE".

(12) Five mile radius zones is amended by deleting the following arpt: Memphis, Tenn.: Naval Air Station.

CONTROL ZONES: (1) (Oakland, Calif.), is amended by changing the name "Newark fan marker." to read: "Fremont fan marker."

(2) (Syracuse, N. Y.), is amended to read: "Within a 5 mi radius of the Clarence E. Hancock Arpt, within 2 mi either side of the Syracuse ILS lclzr E course extending from the lclzr to a point 10 mi E of the OM, within 2 mi either side of a direct line extending westward from the arpt to the Syracuse rdo rng stn thence within 2 mi either side of the W course of the W course of the rdo rng extending from the rdo rng stn to a point 10 mi W, and the airspace within 2 mi either side of the 120° T and 300° T radials of the Syracuse omnirng extending to a point 10 mi NW of the omnirng stn."

(3) (Albany, Ga.), is amended to read: "Within a 5 mi radius of the Albany Mun. Arpt, within 2 mi either side of the 155° T and 335° T radials of the Albany omnirng extending from the Mun. Arpt. control zone to a point 10 mi NW of the omnirng stn, within a 5 mi radius of Turner AFB, within 2-1/2 mi either side of a line extending from Turner AFB to the Doles nondirectional bcn, and within 2 mi either side of the E and S courses of the Albany rdo rng extending from the rdo rng stn to points 10 miles E and S of the rdo rng stn."

(4) (Tacoma, Wash.), is amended to read: "Within a 5 mi radius of McChord AFB, Tacoma, Wash., excluding the portion below 1500' MSL which lies over Fort Lewis restricted area (R-503)."

(5) (Memphis, Tenn.), is added to read: "Within a 5 mi radius of the Memphis Naval Air Station and witin 2 mi either side of the SW and NE courses of the Memphis NAS rdo rng extending from the five mile radius control zone to the Gainsville nondirectional rdo bcn."

(6) (Blytheville, Ark.), is added to read: "Within a 5 mi radius of the Blytheville AFB and within 2 mi either side of a line extending from the AFB to a point 2 mi N of the Blytheville nondirectional rdo bcn."

REPORTING POINTS: (1) Amber civil airway No. 7 (Key West, Fla., to United S States-Canadian Border), is amended by deleting the following reporting point: "Lumberton, N. C., nondirectional rdo bcn;"

(2) Red vivil airway No. 16 (Tallahassee, Fla., to Raleigh, N. C.), caption changed and is amended to read: "Albany, Ga., rdo rng stn; Columbia, S. C., rdo rng stn; Lumberton, N.C. nondirectional rdo bnc."

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points to read: (a) Dothan, Ala., term omnirng stn. (b) Cofield, N.C., omnirng stn.

(2) Domestic VOR reporting points is amended by changing the following reporting point to read: (a) Avalon Intsxn - the intsxn of the Oceanside, Calif., omnirng 280° T and the Long Beach, Calif., omnirng 200° T radials.

(3) Domestic VOR reporting points is amended by revoking the following reporting point to read: (a) Harrelsville Intsxn - the intsxn of the Williamston, N. C. VAR N course and the Rocky Mount, N. C., omnirng 064° T radial.

(26 June 1956)

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective July 14, 1956: (Amendment 4)

Section 610.1001 is amended to read:

Direct Routes - U. S.

FROM	TO	MEA
Advance,Mo.LFR	Little Rock,Ark. LFR	1700
Advance,Mo.LFR	Paducah,Ky.LF/RBN	1700
Albany,Ga.LFR	Alma,Ga. LFR	1600
Albany,Ga.LFR	Cross City,Fla.LFR	1400
Alexandria,La. LFR	Monroe,La.LFR	1700
Alexandria,La. VOR	Monroe,La.VOR	1700
Allentown,Pa.LFR or VOR	N.Philadelphia,Pa. LFR	2500
Allentown,Pa.LFR or VOR	Wilkes-Barre,Pa. LFR	3500
Altoona,Pa.LFR	Selinsgrove,Pa. VOR or LF/RBN	4000
Amarillo,Tex.LFR	Roswell,N.M.LFR	5600
Ambrose INT,N.J.	Newark,N.J.LFR	1500
Anton Chico,N.M. VOR	Clovis AFB,N.M. LF/RBN	9500
Arcata,Calif.LFR	Ft.Jones INT,Calif.	6000
Asbury Park,N.J. FM	Lakehurst,N.J.LFR	1500
Asbury Park,N.J. FM	Newark,N.J.LFR	1500
Asbury Park,N.J. FM	Pt.Pleasant INT, N.J.(via 177° crs from Newark LFR)	1500
Asheville,N.C. LF/RBN	Charlotte,N.C.LFR	6500
Asheville,N.C.VOR	Charlotte,N.C.VOR	5500
Atlantic City, N.J. LFR	Philadelphia,Pa. LFR	1500
Atlanta,Ga.VOR	Columbia,S.C.VOR	4000
Atlanta,Ga.LFR	Rome,Ga.LFR	3100
Atlanta,Ga.VOR	Savannah,Ga.VOR	6400
Augusta,Ga.LFR	Spartanburg,S.C. LFR	2000
Austin,Tex.LFR	Bryan,Tex.LFR	2000
Austin,Tex.VOR	College Sta.,Tex. VOR	2100
Austin,Tex.LFR	San Angelo,Tex.LFR	3100
Baldwin City INT, Kans.	Topeka,Kans.LF/RBN	2400
Bangor,Me.LFR or VOR	E.Dover INT,Me.	2500
Baton Rouge,La. LFR	Jackson,Miss.LFR	2000
Baton Rouge,La. LFR	Lake Charles,La. LFR	1500
Beaumont,Tex.LFR	Galveston,Tex.LFR	1400
Beaumont,Tex.VOR	Galveston,Tex.VOR	1400
Beaumont,Tex.LFR	Lufkin,Tex.LF/RBN	1400
Beaumont,Tex.VOR	Lufkin,Tex.VOR	1400
Beaumont,Tex.LFR	Port Arthur INT, Tex.	1400
Bellona INT,N.Y.	Sampson,N.Y.LF/RBN	3000
Big Spring,Tex. LFR	Wichita Falls,Tex. LFR	4000
Big Spring,Tex. VOR	Wichita Falls,Tex. VOR	7000
Binghamton,N.Y. VOR	Buffalo,N.Y.LFR or VOR	4500
Binghamton,N.Y. LF/RBN	Elmira,N.Y.LFR	3500
Binghamton,N.Y. VOR	Syracuse,N.Y.LFR	3500
Binghamton,N.Y. VOR	Wilkes-Barre,Pa. LFR	3500
Birmingham,Ala. VOR	Huntsville,Ala. VOR	4000
Birmingham,Ala. LFR	Jackson,Miss.LFR	2500
Birmingham,Ala. VOR	Jackson,Miss.VOR	6400
Birmingham,Ala. LFR	Memphis,Tenn.LFR	2500
Birmingham,Ala. LFR	Columbus,Ga.LFR	3600
Blackstone,Va. LFR	Int.dir.crs Lynchburg, Va.LFR to Blackstone, Va.LFR&S,Boston,Va. VOR rad. 031°	2000
Blythe,Calif.VOR	Prescott,Ariz.VOR	10000
Boise,Ida.VOR	Int.Rome,Ore.VOR 048°T & Twin Falls,Ida. VOR 295°T rads. Northeast	8000
	Southwest	10000
Boise,Ida.VOR	Int. Boise,Ida.VOR 210°T & Twin Falls, Ida.VOR 295°T rads. Northeast	8000
	Southwest	11000
Bonner Springs INT,Kans.	Farley,Mo.LF/RBN N-bound only	2400
Boothwyn INT, Pa.	Reading INT, Pa.	2500
Bowling Green,Ky. LFR	Nashville,Tenn. LFR or VOR	2300
Bradford,Pa.VOR	Hughsville,Pa. LF/RBN	4500
Bradford,Ill. LF/RBN	Rockford,Ill.LFR	2500
Bradford,Ill. LF/RBN	Peoria,Ill.LFR	2000
Branchville INT, N.J.	Caldwell,N.J.VOR	3000
Branchville INT N.J.	Newark,N.J.LFR	3000
Brownsville,Tex. LFR	Int W crs Brownsville,Tex.LFR & SE crs Laredo,Tex	1600
Brunswick,Me. LF/RBN	Portland,Me.LFR	2000
Bryan,Tex.LFR	Smithville,Tex. LFR	1700
Bryan,Tex.LFR	Tyler,Tex. LFR	2000
Buckner INT,Mo	Lebanon,Mo LF/RBN	2200
Burbank,Calif LFR	[illegible]	5000
	*4000 - MCA Downey I Arpt,NW-bound	
Burbank,Calif. LFR	*LaHabra FM [illegible]	5000
	*4000 - MCA La Habra FM [illegible]	
*Burbank,Calif.	Simi INT,Calif. LFR	6000
	*5000 - MCA Burbank LFR, NW-bound	
Caldwell,N.J.VOR	LaGuardia,N.Y.LFR	2500
Caldwell,N.J.VOR	Newark,N.J.LFR & LOM	2000
Caldwell,N.J.VOR	Wilkes-Barre,Pa. VOR	3500
Calvert INT,Md.	Int.N crs Baltimore, Md.LFR & W crs Wilmington,Del. LFR	2000
Calvert INT,Md.	West Chester INT, Pa.	1800
Carlsbad,N.M.VOR	Gore INT,Tex.	6000
Cartersville INT, Ga.	Rome,Ga.LFR	2800
Cedar Creek INT, Tex.	McDade INT,Tex.	3000
Chanute,Ill.LFR	Chicago,Ill.LFR	2300
Chanute,Ill.LFR	Joliet,Ill.LFR	2100
Charleston,W.Va. LFR	Montebello,Va.VOR	6500
Charlotte,N.C. LFR	Lumberton,N.C. LF/RBN	2200
Charlotte Hall, Md. LF/RBN	Mt.Vernon INT,Va.	1500
Chatham,N.J. LF/RBN	Little Ferry INT, N.J.	2500
Chatham,N.J. LF/RBN	Yonkers INT,N.Y.	2000
Chattanooga,Tenn. LFR	Muscle Shoals,Ala. LFR	4000
Chattanooga,Tenn. LFR	Rome,Ga.LFR	3900
Cincinnati,Ohio LFR	Richmond,Ind. LF/RBN	2300
Clifton Forge INT, Va.	Elkins,W.Va.LFR or VOR	6800
Clifton Forge INT,Va.	Roanoke,Va.LFR	6000
Clint,Tex.LF/RBN	El Paso,Tex.LFR	6000
Clint,Tex.LF/RBN	Van Horn,Tex. LF/RBN	9000
Clinton INT,Kans.	Topeka,Kans.LF/RBN	3000
Clovis(AFB),N.M. LF/RBN	Lubbock,Tex. LFR or VOR	6500
Clovis AFB, N.Mex. LF/RBN *11500 - MRA	*Field INT,N.Mex.	7000
Clovis AFB, N.Mex. LF/RBN	Pleasant Hill INT, N.Mex.	7000
Clovis AFB, N.Mex. LF/RBN *10000 - MRA	*Farwell INT,Tex.	5500
Coatesville INT, Pa.	Reading,Pa. LOM	2500
Colorado Springs, Colo.LF/RBN	Goodland,Kans.VOR	9000
Colts Neck,N.J. VOR	Newark,N.J.LFR	1500
Columbia,Mo.LFR	Quincy,Ill.LF/RBN	2100
Columbia,S.C.LFR	Greenville,S.C.LFR	2300
Columbia,S.C.LFR	Savannah,Ga.LFR	1700
Columbus INT,N.J.	McGuire,N.J.LFR	1500
Columbus,Ohio LFR	Dayton,Ohio VOR	2400
Columbus,Ohio LFR or VOR	Springfield,Ohio LF/RBN	2400
Columbus,Ohio LFR or VOR	Zanesville,Ohio LF/RBN	2400
Coney Island INT, N. Y.	Newark,N.J. LFR	1500
Corbin,Ky.VAR	Louisville,Ky.VOR	4500
Corbin,Ky.VAR	Tri-City,Tenn.VOR	5500
Cove INT,N.C.	Int. dir.crs Winston Salem,N.C.LFR to Roanoke,Va.LFR & S.Boston,Va.VOR 280° rad. N-bound	5600
	S-bound	4000
Coyle INT,N.J.	McGuire,N.J.LFR	1500
Crescent City, Calif. VOR	Silver Peak INT, Calif.	7000
Crossville,Tenn. VOR	Lexington,Ky.VOR	7000
Culberson,Tex.VOR	Gore INT,Tex.	6300
Culberson,Tex.VOR	Junction,Tex.VOR	13000
Dallas,Tex.LFR	Houston,Tex.LFR	2100
Dallas,Tex.LFR	Tulsa,Okla.LFR	2200
Dallas,Tex.LFR	Int.Dallas VOR 028°rad. & SE crs Sherman LFR	2000
Int.Dallas VOR 028° rad & SE crs Sherman LFR	Ft.Smith,Ark.LF/RBN	3400
Danville,Va. LF/RBN	Roanoke,Va.LFR SE-bound	4200
	NW-bound	4500
*DeGraff INT, Kans. *4800 - MRA	Towanda,Kans. LF/RBN W-bound only	2800
Des Moines,Iowa LFR	Sioux City,Iowa LFR	2600
Des Moines,Iowa LFR	Kansas City,Kans. LFR	2400
Detroit,Mich.LFR	Jackson,Mich. LF/RBN	2400
Dubois,Ida.LFR	Ashton INT,Ida.	9000
Duluth,Minn.LFR	Fargo,N.D.LFR	3100
Dyersburg,Tenn. LF/RBN	Nashville,Tenn. LFR	3000
El Dorado,Ark. LF/RBN	Pine Bluff,Ark. LF/RBN	1600
El Dorado,Ark. VOR	Pine Bluff,Ark. VOR	1600
El Dorado,Ark. LF/RBN	Shreveport,La.LFR	1600
El Dorado,Ark.VOR	Shreveport,La.VOR	1600
El Dorado,Ark. VOR	Little Rock,Ark. VOR	1800
Elkins,W.Va.LFR or VOR	James River INT, Va.	6800
Elkins,W.Va.LFR or VOR	Lynchburg,Va.LFR	6800
Elkins,W.Va.LFR or VOR	Roanoke,Va.LFR	6800
Elko,Nev.LFR	Boise,Ida.LFR	12500
Elmira,N.Y.VOR or LFR	Sampson(AFB),N.Y. LF/RBN	3500
El Paso,Tex.LFR	Van Horn,Tex. LF/RBN	9000
Enid,Okla.Vance VOR	Gage,Okla.VOR	3600
Enid,Okla.Vance VOR	Okla.City,Okla. VOR	2500
Enid,Okla.Vance VOR	Ponca City,Okla. VOR	3100
Eugene,Ore.VOR	Heceta Head INT, Ore.	6000
Farley,Mo.LF/RBN	St.Joseph,Mo. ILS/LOM	2400
Flatbush,N.Y. LF/RBN	New Brunswick INT, N.J.	1500

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Flatbush,N.Y. LF/RBN	Newark,N.J.LFR	1500
Flat Rock,Va.VOR	Montebello,Va.VOR	6000
Flat Rock,Va.VOR	Richmond,Va.LFR	2000
Flintstone INT, Pa.	Int.S crs Altoona, Pa.LFR&Martinsburg, Pa.VOR 283° rad.	4000
Flippin,Ark.VOR	Memphis,Tenn.VOR	4000
Flippin,Ark.VOR	Little Rock,Ark. VOR	3000
Florence,S.C.LFR	Greensboro,N.C.LFR	3000
Forbes AFB,Kans. LFR	Topeka,Kans.LF/RBN	3000
Fortuna,Calif. VOR	Ft.Jones INT, Calif.	6000
Front Royal,Va. LFR	Martinsburg,W.Va. LFR	4000
Ft.Jones,Calif. LFR	Montague,Calif. LF/RBN	9000
Ft.Jones,Calif. LFR	*Ft.Jones INT, Calif.	11000
*8000 - MCA Ft.Jones INT, E-bound		
Ft.Myers,Fla.VOR	W.Palm Beach,Fla. VOR	2500
Ft.Myers,Fla.LFR	W.Palm Beach,Fla. LFR	1300
Ft.Smith,Ark.VOR	McAlester,Okla.VOR	2700
Ft.Smith,Ark. LF/RBN	Springfield,Mo. LFR	3800
Ft.Worth,Tex.LFR	Int.Ft.Worth 270°rad. & SW crs Wichita Falls,Tex.LFR	2600
Gage,Okla.LFR	LaJunta,Colo.LFR	6700
Gage,Okla.LFR	Ponca City,Okla. LF/RBN	3600
Gage,Okla.VOR	Ponca City,Okla. VOR	3600
Garden City,Kans. LFR	Gage,Okla.LFR	4300
Gila Bend,Ariz. LFR	Phoenix,Ariz.LFR	6500
Glen Cove,N.Y. LF/RBN	New Rochelle,N.Y. LF/RBN	1500
Glens Falls,N.Y. LF/RBN	Sacandaga Res. INT, N.Y.	5000
Grand Rapids,Mich. LFR	Milwaukee,Wis.LFR	2000
Greensboro,N.C. LFR	Roanoke,Va.LFR	6000
Greensboro,N.C. VOR	Int.Tri-City VOR 105° rad.&N crs Hickory LFR	6500
Greenville INT, Fla.	Valdosta,Ga.VOR	1400
Hainesville INT, Tex.	Int.N crs Tyler LFR & SW crs Texarkana LFR	1600
Hempstead,N.Y. LFR	Idlewild,N.Y.LFR	1500
Hobbs,N.M.LFR	Lubbock,Tex.LFR	4800
Hobbs,N.Mex.VOR	Lubbock,Tex.VOR	5300
Houston,Tex.LFR	Int.Ft.Worth VOR 142° rad.& S crs Dallas LFR	2100
Houston,Tex.LFR	Tyler,Tex.LFR	2000
Huntington INT, N.Y.	Mitchel Fld.,N.Y. LFR	1500
Huntsville,Ala. VOR	Muscle Shoals,Ala. VOR	2000

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Huntsville,Ala. VOR	Nashville,Tenn.VOR	3600
Hutchinson,Kans. LFR	Wichita,Kans.LFR	3400
Hutchinson,Kans. VOR	Anness INT,Kans.	3000
Hutchinson,Kans. LFR	Viola,Kans.LF/RBN	2800
Hutchinson,Kans. VOR	Wichita,Kans. ILS/LOM	2800
Idaho Falls,Ida. LFR	Ashton INT,Ida.	8000
Idlewild,N.Y.LFR	Jersey INT,N.J.	2500
Idlewild,N.Y.LFR	LongBeach INT,N.Y.	1500
Int Seattle,Wash. VOR 247 T rad.& Olympia,Wash. VOR 013 T rad.	Int Olympia,Wash VOR 013 T rad. & NW crs Seattle, Wash. LFR	5000
Jacksonville,Fla. LFR	Valdosta,Ga.LF/RBN	1300
Jacksonville,Fla. VOR	Valdosta,Ga.VOR	2000
Julian,Calif. LF/RBN	Vail Lake,Calif. LF/RBN	12000
Kansas City,Kans. LFR	Topeka,Kans.LF/RBN	2500
Kansas City,Mo. LFR	Columbia,Mo.LFR E-bound only	4000
Kearney INT,Mo.	Liberty,Mo.LF/RBN S-bound only	2200
Kelly(SanAntonio) Tex.LFR	Yoakum,Tex.LF/RBN	2200
Key West,Fla.LFR	Tampa,Fla.LFR	1300
Kitsap INT,Wash.	Paine AFB,Wash. LF/RBN	3000
Kokomo,Ind.LF/RBN	Lafayette,Ind.VOR	2200
Kokomo,Ind.LF/RBN	So.Bend,Ind.LFR or VOR	3000
Kokomo INT,Ind.	Richmond,Ind. LF/RBN	2300
LaGuardia,N.Y.LFR	Poughkeepsie,N.Y. LFR or VOR	3000
Lancaster,Pa. LF/RBN	Wilmington,Del. LFR	2000
Lansing,Mich.LFR	Bangor,Mich.FM	3000
Laredo,Tex.LFR	Int. SE Laredo LFR & W crs Brownsville, Tex. LFR	1900
Lee INT,Fla.	Valdosta,Ga.LF/RBN	1400
Lisbon INT,Md.	Riverdale,Md. LF/RBN	1800
Little Ferry INT, N.J.	Mitchel,N.Y.LFR	2500
Little Rock,Ark. LFR	Int.Little Rock VOR 074°rad. & N crs Stuttgart LFR	1500
Little Rock,Ark. LFR	Springfield,Mo. LFR	3000
Little Rock,Ark. VOR	Walnut Ridge,Ark. VOR	2100
Longmeadow INT, Mass.	Terryville INT, Conn. (via Weatogue INT,Conn.)	2500
Longview,Tex.VOR	Lufkin,Tex.VOR	1900
Losoya INT,Tex.	Yoakum,Tex.LF/RBN	1800
Louisville,Ky. LFR or VOR	Smithville,Tenn. LF/RBN	2400
Lovelock,Nev.VOR	Sod House,Nev.VOR	12000
Lovelock,Nev.VOR	Rome,Ore.VOR	12000

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Lovelock,Nev.VOR	Jungo INT,Nev.	10500
Lubbock,Tex.LFR	Int.Ft.Worth VOR 270° rad.& SW crs Wichita Falls LFR	5000
Lubbock,Tex.LFR	Roswell,N.M.LFR	5600
Lubbock,Tex.LFR	Tucumcari,N.M.LFR	6000
Lubbock,Tex.VOR	Tucumcari,N.M.VOR	7000
Lufkin,Tex.LF/RBN	Tyler,Tex.LFR	2000
Lufkin,Tex.VOR	Quitman,Tex.VOR	2500
Lumberton,N.C. LF/RBN	Wilmington,N.C. LF/RBN	1400
Lynchburg,Va.LFR	Int.dir. crs Lynchburg,Va.LFR to Blackstone,Va. LFR & S.Boston,Va. VOR rad. 031°	3000
Marfa,Tex.VOR	Wink,Tex.VOR	8800
Martha'sVineyard, Mass.LF/RBN	Nantucket,Mass.VOR or LF/RBN	1300
Martha'sVineyard, Mass.LF/RBN	Otis,Mass.LF/RBN	1500
Massena,N.Y.VOR	Int.Massena VOR 98° rad. & S crs Montreal LFR	3500
McAlester,Okla. VOR	Quitman,Tex.VOR	3500
McAlester,Okla. VOR	Tulsa,Okla.VOR	2700
Mason City,Iowa VOR	Sioux City,Iowa VOR	*5600
*2800 - MOCA		
Medford,Ore.LFR	Silver Peak INT	7000
Memphis,Tenn.LFR	Int.Little Rock VOR 074°rad.&N crs Stuttgart LFR	1700
Meriden INT,Conn.	Weatogue INT,Conn.	2500
Meridian,Miss.LFR	New Orleans,La.LFR	2000
Minneapolis,Minn. ILS/LOM	Redwood Falls, Minn.VOR	*3400
*2300 - MOCA		
Mt.Healthy INT, Ohio	Richmond,Ind. LF/RBN	2300
Muskegon,Mich.LFR	Chicago,Ill.LFR	2500
Newark,N.J.LFR	Paterson,N.J. LF/RBN	2000
Newark,N.J.LFR	Scotland,N.J. LF/RBN	1500
Newark,N.J.LFR	Wilkes-Barre,Pa. LFR	3500
Newark,N.J.LFR	Woolf INT,N.J.	2000
Newark,Calif. LF/RBN	Altomont INT, Calif. S-bound only	5000
Newark,Calif. LF/RBN	Baypoint,Calif.FM S-bound only	6000
Newberg,Ore.VOR	Int.Newberg,Ore.VOR 069°T & Portland,Ore. VOR 196°T rads.	3000
Int.Newberg,Ore. VOR 069°T & Portland,Ore.VOR 196°T rads.	Int.Newburg,Ore.VOR 069°T rad.&SE crs Portland,Ore. ILS localizer	3700
Int.Newberg,Ore. VOR 069°T rad.& SE crs Portland, Ore. ILS loc.	Int.Newberg,Ore.VOR 069°T&Portland,Ore. VOR 130T rads.	7600

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Int.Newberg,Ore. VOR 069°T & Portland,Ore.VOR 130°T rads.	Int.Newberg,Ore.VOR 069°T & Portland,Ore. VOR 095°T rads.	8500
New Rochelle,N.Y. LF/RBN	Paterson,N.J. LF/RBN	1900
New Rochelle,N.Y. LF/RBN	Poughkeepsie,N.Y. LFR or VOR	2500
Newton INT,Kans.	North Fork,Kans. LF/RBN	3000
Norfolk,Va.LFR	Raleigh,N.C.LFR	2100
North Fork,Kans. LF/RBN	Wichita,Kans. ILS/LOM	2800
N.Philadelphia, Pa. LFR	Willow Grove,Pa. LFR	1800
North Platte,Nebr. LFR	Sioux Falls,S.D. LFR	4500
Oklahoma City, Okla.LFR	Ponca City,Okla. LF/RBN	3700
Omaha,Nebr.LFR	Minneapolis,Minn. LFR	2800
Ottawa INT,Kans.	Forbes AFB,Kans. LFR	2400
Oxford,Kans. LF/RBN	Viola,Kans.LF/RBN	2500
Palacios,Tex.LFR	Richmond,Tex.LFR	1500
Peekskill INT, N.Y.	Port Chester INT, N.Y.	2000
Peoria,Ill.LFR	Int.S crs Moline LFR & W crs Peoria LFR	2000
Phoenix,Ariz.VOR	Zuni,N.Mex.VOR	12000
Philadelphia,Pa. LFR	Reading,Pa.LOM	2500
Pine Bluff,Ark. LF/RBN	Stuttgart,Ark.LFR	1500
Ponca City,Okla. LF/RBN	Viola,Kans.LF/RBN	2500
Poughkeepsie,N.Y. VOR	Poughkeepsie,N.Y. LFR	2500
Poughkeepsie,N.Y. VOR	*Red Hook INT,N.Y.	3000
*4000 - MCA Red Hook INT, NW-bound		
Poughkeepsie,N.Y. LFR or VOR	White Plains,N.Y. LOM	2500
Prescott INT,Ark.	Shreveport,La.LFR	1600
Pueblo,Colo.VOR	Goodland,Kans.VOR	7000
Pulaski INT,N.Y.	Syracuse,N.Y.LFR	2000
Pulaski INT,N.Y.	Utica,N.Y.LFR	3000
Quitman,Tex.VOR	Texarkana,Tex.VOR	1700
Raleigh,N.C.VOR	Wilmington,N.C.VOR	2000
Raleigh,N.C.LFR	Wilmington,N.C. LF/RBN	2000
Reading,Pa.LOM	Int.W.crs Allentown, Pa.LFR&NW crs Millville,N.J.LFR	4000
Red Bank INT,N.J.	Regan INT,N.J.	1500
Red Bluff,Calif. VOR	Fortuna,Calif.VOR	9500
Red Hook INT,N.Y.	Starkville INT, N.Y.	6000
Remington INT,Va.	Springfield,Va. LF/RBN	2000
Richmond,Tex.LFR	Yoakum,Tex.LF/RBN	1500
Richmond,Ind. LF/RBN	Cincinnati,Ohio VOR	2300
Richmond,Ind. LF/RBN	Cincinnati,Ohio LFR	2300
Richmond,Ind. LF/RBN	Indianapolis,Ind. LFR	2300

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Richmond,Ind. LF/RBN	Mt.Healthy INT, Ohio	2300
Richmond,Ind. LF/RBN	Dayton,Ohio ILS/LOM or VOR	2300
Richmond,Ind. LF/RBN	Morgantown INT, Ind.	2500
Richmond,Ind. LF/RBN	Arba INT,Ohio	2200
Riverside,Calif. LFR	Vail Lake,Calif. LF/RBN	12000
Riverside,Calif. LFR	Perris INT,Calif.	12000
Roanoke,Va.LFR	Winston-Salem,N.C. LFR	5600
Roanoke,Va.LFR	Int.dir. crs Winston-Salem,N.C.LFR to Roanoke,Va.LFR & S.Boston,Va.VOR 280° rad.	5600
Roanoke,Va.LFR	Int. SE crs Roanoke LFR & NE crs Greensboro LFR	6000
Rochester,N.Y. LFR or VOR	Sampson,N.Y.(AFB) LF/RBN	2500
Rome,Ore.VOR	Int.Rome,Ore.VOR 048°T & Twin Falls,Ida. VOR 295°T rads.	10000
Rome,Ore.VOR	Sod House,Nev.VOR	11000
Roswell,N.Mex.LFR	Amarillo,Tex.LFR	5600
Salinas,Calif.VOR	Evergreen,Calif. LF/RBN	6000
Sampson,N.Y.(AFB) LF/RBN	Waterloo INT,N.Y.	2000
San Antonio,Tex. LFR	Smithville,Tex. LF/RBN	2200
San Francisco, Calif. LFR	Newark,Calif. LF/RBN	4000
Sod House,Nev.VOR	Jungo INT,Nev.	10500
SodHouse,Nev.VOR	Int.Boise,Ida.VOR 210°T &Twin Falls,Ida. VOR 295°T rads.	11000
Springfield,Ill. LFR	Chanute,Ill.LFR	2700
Springfield,Ill. LFR	Quincy,Ill.LF/RBN	2000
Springfield,Mo. LFR	Joplin,Mo. LOM	2600
Springfield,Va. LF/RBN	Washington,D.C. LFR	1500
Spring Valley INT, N.Y.	West Chester Co., N.Y. LOM	2000
St.Joseph,Mo.VOR	Int.S crs Lincoln, Neb.LFR&101-284°brg. Grand Island,Neb. LFR&St.Joseph,Mo. VOR	2700
Int.S crs Lincoln, Neb.LFR&101-284° brg Grand Island, Neb.LFR&St.Joseph, Mo. VOR	Lincoln,Neb.LFR	2700
St.Louis,Mo.LFR	Belleville,Ill. (Scott) LFR	2100

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
Stockton,Calif. LFR	Newark,Calif. LF/RBN	5000
Stockton,Calif. LFR	Travis(AFB),Calif. LFR	2000
Stroudsburg INT, Pa.	Wilkes-Barre,Pa. VOR	3500
Syracuse,N.Y.VOR	Utica,N.Y.LFR	1900
Tallahassee,Fla. LFR	Valdosta,Ga. LF/RBN	1500
Tallahassee,Fla. VOR	Valdosta,Ga.VOR	1500
Tampa,Fla.VOR	W.Palm Beach,Fla. VOR	4000
Tampa,Fla.LFR	W.Palm Beach,Fla. LFR	2100
Texarkana,Tex.LFR	Tulsa,Okla.LFR	3400
Texarkana,Tex.LFR	Tyler,Tex.LFR	2000
Thermal,Calif.LFR	Salton INT,Calif.	9000
Tri-City,Tenn. LFR	Int.Tri-City,Tenn. VOR 105°rad.&N crs Hickory,N.C.LFR	7500
Tri-City,Tenn.VOR	Int.Tri-City,Tenn. VOR 105°rad.& N crs Hickory,N.C.LFR	7500
Tucumcari,N.M.LFR or VOR	Clovis(AFB)N.M. LF/RBN	7000
Tucumcari,N.M.LFR	Lubbock,Tex.LFR	6000
Tucumcari,N.M.VOR	Lubbock,Tex.VOR	7000
Utica,N.Y.LFR	*Int.Binghamton,N.Y. VOR 058° rad. & Syracuse,N.Y.VOR 142° rad.	3500
*5000 - MCA S-bound		
*Int.Binghamton, N.Y.VOR 058° rad & Syracuse,N.Y. VOR 142° rad.	Wilkes-Barre,Pa. VOR	5000
*5000 - MCA S-bound		
Valdosta,Ga.VOR	Genoa INT,Fla.	1300
Vinland INT,Kans.	Topeka,Kans.LF/RBN	2400
Waterloo,Iowa VOR	Moline,Ill.VOR	*3200
*2400 - MOCA		
Watertown,S.D. VOR	Sioux Falls,S.D. VOR	3000
Watertown,S.D.VOR	Fargo,N.D.VOR	3000
Weatogue INT, Conn.	Int.NE crs Bridgeport, Conn.LFR & S crs Westfield,Mass. LFR	2500
Weston INT,Neb.	Lincoln,Neb.LFR	2500
White Water INT, Kans.	Towanda,Kans. LF/RBN S-bound only	2800
Wichita,Kans.VOR	Walton INT,Kans.	3400
Windsor,Ont.LFR	White Lake INT, Mich.	2700
Winston-Salem,N.C. LFR	Int.Winston-Salem VOR 286°rad. & N crs Hickory LFR	6500
Worcester,Mass. LOM	Int.SW crs Boston, Mass.LFR & SE crs Worcester,Mass. ILS	2000

Section 610.1002 Direct Routes - Alaska is amended to delete:

FROM	TO	MEA
Galena, Alaska LFR	Kotzebue, Alaska LF/RBN	5500
*Gustavus, Alaska LFR	**Sitka, Alaska LFR	5500
*2500 - MCA Gustavus LFR, S-bound		
**2500 - MCA Sitka LFR, N-bound		
McGrath, Alaska LFR	Galena, Alaska LFR	5500
Middleton Island, Alaska LF/RBN	Seal INT, Alaska	2000
*Sisters Island, Alaska LF/RBN	INT 55 -235 mag. brg. Sisters Island LF/RBN & 145 -325 mag. brg. Gustavus LFR	5500
*3000 - MCA Sisters Island LF/RBN W-bound		
*Sisters Island, Alaska LF/RBN	**Sitka, Alaska LFR	7500
*4000 - MCA Sisters Island LF/RBN, S-bound		
**2500 - MCA Sitka LFR, N-bound		
*Skwentna, Alaska LFR	**Farewell, Alaska LFR	11,500
*9000 - MCA Skwentna LFR, W-bound		
**11,000 - MCA Farewell LFR, SE-bound		

✓Amendment 5 - Effective July 26, 1956:

Section 610.16 Green Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Alice,Tex.LFR	Agua Dulce INT, Tex.	1600
Agua Dulce INT, Tex.	Corpus Christi, Tex. LFR	1700

Section 610.19 Green Civil Airway 9 is amended to read in part:

FROM	TO	MEA
Honolulu,TH LFR	N.Maui INT, TH	6000

Section 610.102 Amber Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Delta,Utah LFR	*Salt Lake City, Utah LFR	12000
*10000 - MCA Salt Lake City LFR,S-bound		
Riverton,Calif. FM	Salt Lake City, Utah LFR N-bound only	11000

Section 610.107 Amber Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Key West,Fla.LFR	Marathon,Fla. LF/RBN	1300
Marathon,Fla. LF/RBN	Homestead,Fla. LF/RBN	1100
Homestead,Fla. LF/RBN	Miami,Fla.LFR	1200
Charleston,S.C. LFR	Florence,S.C.LFR	1300
Florence,S.C.LFR	Raleigh,N.C.LFR	2000
Daytona Beach, Fla. LFR	Jacksonville,Fla. LFR	1500

Section 610.108 Amber Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Redmond,Ore.LFR	*The Dalles,Ore.LFR	7000
*6000 - MCA The Dalles LFR, N-bound		

Section 610.108 Amber Civil Airway 8 is amended to delete:

FROM	TO	MEA
Bradley INT,Calif.	Salinas,Calif.LFR	5000
Salinas,Calif.LFR	Lightship INT, Calif.	5000
Lightship INT, Calif.	Golden Gate INT, Calif.	3000

Section 610.213 Red Civil Airway 13 is amended to delete:

FROM	TO	MEA
Sunbury,Pa.LFR	Wilkes-Barre,Pa. LFR	4000

Section 610.214 Red Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Chicago,Ill.LFR	Rensselaer INT, Ind.	2000

Section 610.215 Red Civil Airway 15 is amended by adding:

FROM	TO	MEA
Tonopah,Nev.LFR	Fallon,Nev.LFR	11000

Section 610.216 Red Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Columbia,S.C.LFR	Florence,S.C.LFR	1500
Florence,S.C.LFR	Lumberton,N.C. LF/RBN	1500
Lumberton,N.C. LF/RBN	Raleigh,N.C.LFR	2000

Section 610.220 Red Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Flint,Mich. ILS/LOM	Goodrich INT,Mich.	2200
Goodrich INT, Mich.	*Windsor,Ont.Can.	2300
*For that airspace over U.S. territory		

Section 610.265 Red Civil Airway 65 is amended to read in part:

FROM	TO	MEA
*Oceanside,Calif. LF/RBN	Julian,Calif.LF/RBN E-bound	9000
	W-bound	7000
*5000 - MCA Oceanside LF/RBN, E-bound		

Section 610.289 Red Civil Airway 89 is amended to read in part:

FROM	TO	MEA
Quincy,Ill.LF/RBN	Peoria,Ill.LFR	2000

Section 610.309 Red Civil Airway 109 is amended to read in part:

FROM	TO	MEA
*Portland,Ore. LFR	**The Dalles,Ore. LFR	7000
*4000 - MCA Portland LFR, E-bound		
**6000 - MCA The Dalles LFR, N-bound		
The Dalles,Ore. LFR	Saw Mill INT,Wash.	8000

Saw Mill INT, Wash.	Yakima, Wash. LFR SW-bound NE-bound	 6000 4000

Section 610.603 Blue Civil Airway 3 is amended to delete:

FROM	TO	MEA
Cross City, Fla. LFR	Drifton INT, Fla.	1300

Section 610.603 Blue Civil Airway 3 amended by adding:

FROM	TO	MEA
Cross City, Fla. LFR	Tallahassee, Fla. LFR	1400

Section 610.618 Blue Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Ridgewood INT, N.J.	Spring Valley INT, N.J.	2000
Spring Valley INT, N.J.	West Point INT, N.Y.	2500
West Point INT, N.Y.	Poughkeepsie, N.Y. LFR	2600

Section 610.630 Blue Civil Airway 30 is amended to read in part:

FROM	TO	MEA
Driscoll INT, Tex.	Corpus Christi, Tex. LFR	1700

Section 610.648 Blue Civil Airway 48 is added to read:

FROM	TO	MEA
Marathon, Fla. LF/RBN	Gulfstream INT, Fla.	1100
Gulfstream INT, Fla.	Miami, Fla. LFR	1200

Section 610.1001 Direct Routes, U. S. is amended to delete:

FROM	TO	MEA
Silver Lake, Calif. LFR	Granite INT, Calif.	9000

Section 610.1001 Direct Routes, U. S. is amended by adding:

FROM	TO	MEA
Medford, Ore. VOR	Rogue River INT, Ore.	11000
Wichita, Kans. VOR	North Fork, Kans. LF/RBN	3000
Wichita, Kans. LFR	North Fork, Kans. LF/RBN	3000

Section 610.1002 Direct Routes, Alaska is amended to delete:

FROM	TO	MEA
Wichita, Kans. VOR	North Fork, Kans. LF/RBN	3000
Wichita, Kans. LFR	North Fork, Kans. LF/RBN	3000

Section 610.6001 VOR Civil Airway 1 amended to read in part:

FROM	TO	MEA
New Bern, N.C. VOR *1200 - MOCA	Cofield, N.C. VOR	*1300
Cofield, N.C. VOR *1200 - MOCA	Corapeake INT, Va.	*1500
Corapeake INT, Va.	Norfolk, Va. ILS loc.	1500

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Rock River, Wyo. VOR	Cheyenne, Wyo. VOR	10500
Via N alter. (Deletes MCA at Rock River VOR)	Via N alter.	10500

Section 610.6007 VOR Civil Airway 7 is amended to delete:

FROM	TO	MEA
Marianna, Fla. VOR Via W alter. *5500 - MRA **2900 - MOCA	*Gantt INT, Ala. Via W alter.	 **5500
*Gantt INT, Ala. Via W alter. *5500 - MRA	Montgomery, Ala. VOR Via W alter.	 2500

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Cross City, Fla. Via W alter. *1500 - MOCA	Lobster INT, Fla. Via W alter.	 *2000
Lobster INT, Fla. Via W alter. *1200 - MOCA	Bristol INT, Fla. Via W alter.	 *5000
Bristol INT, Fla. Via W alter. *1500 - MOCA	Marianna, Fla. VOR Via W alter.	 *2000
Marianna, Fla. VOR	Dothan, Ala. TVOR	1800
Dothan, Ala. TVOR *2000 - MRA **1700 - MOCA	*Saco INT, Ala.	**2000
Saco INT, Ala. *3500 - MRA	*Shady Grove INT, Ala.	1800
Shady Grove INT, Ala.	Montgomery, Ala. VOR	1700
Katy INT, Fla. *1200 - MOCA	Dade City INT, Fla.	*1500
Dade City INT, Fla. *2000 - MRA **1200 - MOCA	*Homo INT, Fla.	**2000
Homo INT, Fla. *1300 - MOCA	Cross City, Fla. VOR	*2000

Section 610.6003 VOR Civil Airway 3 is amended by adding:

FROM	TO	MEA
Vero Beach, Fla. VOR	Daytona Beach, Fla. VOR	1300
Daytona Beach, Fla. VOR	Jacksonville, Fla. VOR	1400

Section 610.6005 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Folkston INT, Ga. *2000 - MRA	*Waycross INT, Ga.	1600
Waycross INT, Ga.	Alma, Ga. VOR	1600
Atlanta, Ga. VOR Via W alter.	Kennesaw INT, Ga. Via W alter.	 3000
Kennesaw INT, Ga. Via W alter. *3500 - MOCA	Chattanooga, Tenn. VOR Via W alter.	 *4000

Section 610.6027 VOR Civil Airway 27 is amended to read in part:

FROM	TO	MEA
Point Reyes, Calif. VOR	Ukiah, Calif. VOR	6000

Section 610.6035 VOR Civil Airway 35 is amended to read in part:

FROM	TO	MEA
Macon, Ga. VOR *3500 - MRA **2000 - MOCA	*Eatonton INT, Ga.	**2600
Eatonton INT, Ga. *3500 - MRA **2000 - MOCA	*Madison INT, Ga.	**2600
Madison INT, Ga. *2000 - MOCA	Athens INT, Ga.	*2600
Athens INT, Ga.	Royston, Ga. VOR	2000
Royston, Ga. VOR	Clemson INT, S.C.	2200
Clemson INT, S.C.	Cleveland INT, S.C.	4000
Cleveland INT, S.C.	Asheville, N.C. VOR	6000

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Indianapolis, Ind. VOR	Lafayette, Ind. VOR	2300
Folkston INT, Ga. *2000 - MRA	*Waycross INT, Ga.	1600
Waycross INT, Ga.	Alma, Ga. VOR	1600
Atlanta, Ga. VOR Via W alter.	Kennesaw INT, Ga. Via W alter.	 3000
Kennesaw INT, Ga. Via W alter. *3500 - MOCA	Chattanooga, Tenn. VOR Via W alter.	 *4000

Section 610.6054 VOR Civil Airway 54 is amended by adding:

FROM	TO	MEA
Muscle Shoals, Ala. VOR	Huntsville, Ala. VOR	2200
Huntsville, Ala. VOR	Chattanooga, Tenn. VOR	4000

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Murphy INT, N.C. *5700 - MOCA	Harris INT, N.C.	*6600
Harris INT, N.C. *7500 - MOCA	Cleveland INT, S.C.	*8000

Section 610.6056 VOR Civil Airway 56 is amended to read in part:

FROM	TO	MEA
Columbus, Ga. VOR *2400 - MRA	*Hamilton INT, Ga.	1800
Hamilton INT, Ga. *3000 - MRA **2400 - MOCA	*Junction City INT, Ga.	**3000
Junction City INT, Ga. *2400 - MOCA	Macon, Ga. VOR	*3000

Section 610.6012 VOR Civil Airway 12 is amended to delete:

FROM	TO	MEA
Anthony, Kans. VOR Via N alter.	Wichita, Kans. VOR Via N alter.	 2900

Section 610.6013 VOR civil airway 13 is amended to read in part:

FROM	TO	MEA
Mason City, Iowa VOR Via W alter. *2600 - MOCA	Prior INT, Minn. Via W alter.	 *3400

Section 610.6018 VOR Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Anniston, Ala. VOR	Temple INT, Ga.	4000
Temple INT, Ga.	Campbellton INT, Ga.	2700
Roopville INT, Ga. Via S alter.	Atlanta, Ga. VOR Via S alter.	 2200
Atlanta, Ga. VOR Via S alter. *2500 - MRA	*McDonough INT, Ga. Via S alter.	 2200
McDonough INT, Ga. Via S alter. *3500 - MRA **2200 - MOCA	*Eatonton INT, Ga. Via S alter.	 **3700
Eatonton INT, Ga. Via S alter. *2200 - MOCA	Thomson INT, Ga. Via S alter.	 *3500
Thomson INT, Ga. Via S alter.	Augusta, Ga. VOR Via S alter.	 1800

Section 610.6020 VOR Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Alice, Tex. VOR	Corpus Christi, Tex. VOR	1700
Atlanta, Ga. VOR	Rex INT, Ga.	2200
Rex INT, Ga.	Royston, Ga. VOR	2700

Section 610.6021 VOR Civil Airway 21 is amended to read in part:

FROM	TO	MEA
*Ogden, Utah VOR *9000 - MCA Ogden VOR, N-bound	Malad City, Ida. VOR	11000
Corinne, Utah FM	Ogden, Utah VOR S-bound only	8000

Section 610.6025 VOR Civil Airway 25 is amended to read in part:

FROM	TO	MEA
Point Reyes, Calif. VOR	Geyserville INT, Calif.	6000
*Geyserville INT, Calif. *13500 - MCA Geyserville INT, N-bound **7000 - MOCA	Lakeport INT, Calif.	**13500
Lakeport INT, Calif.	*Red Bluff, Calif. VOR S-bound N-bound *5000 - MCA Red Bluff VOR, S-bound	 13500 9000

Section 610.6026 VOR Civil Airway 26 is amended to delete:

FROM	TO	MEA
Muskegon, Mich. VOR Via S alter.	Lansing, Mich. VOR Via S alter.	 2200

Section 610.6059 VOR Civil Airway 59 is amended to delete:

FROM	TO	MEA
Evansville,Ind. VOR	*Farina INT,Ill.	2000
*Farina INT,Ill. *3100 - MRA	Vandalia,Ill.VOR	2000
Evansville,Ind. VOR	Vandalia,Ill.VOR	
Via E alter.	Via E alter.	2000
Springfield,Ill. VOR	Peoria,Ill.VOR	2000
Peoria,Ill.VOR	Bradford,Ill.VOR	2000
Bradford,Ill.VOR	Moline,Ill.VOR	2000

Section 610.6066 VOR Civil Airway 66 is amended to read in part:

FROM	TO	MEA
*San Diego,Calif. VOR	Jamul,Calif.LF/RBN	8000
*4000 - MCA San Diego VOR, E-bound		
Jamul,Calif. LF/RBN	*Seeley INT,Calif.	**13000
*10000 - MCA Seeley INT, W-bound		
**8000 - MOCA		
Seeley INT,Calif. *4000 - MOCA	Yuma,Ariz. VOR	*8000
Barrett Lake, Calif. FM	Jamul,Calif.LF/RBN W-bound only	6000
Jamul,Calif. LF/RBN	San Diego,Calif. VOR W-bound only	4500

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Corpus Christi, Tex. VOR	Kingsville INT, Tex.	1700
Kingsville INT, Tex.	Brownsville,Tex. VOR	1400

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
San Angelo,Tex. VOR	Abilene, Tex.VOR	3800

Section 610.6095 VOR Civil Airway 95 is amended to read in part:

FROM	TO	MEA
*Phoenix,Ariz.VOR	Verde River INT,Ariz. N-bound	11000
	S-bound	7500
*7000 - MCA Phoenix VOR, NE-bound		
Verde River INT, Ariz.	Winslow,Ariz.VOR	11000

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
Albany,Ga.VOR	*Junction City INT,Ga.	**3500
*3000 - MRA		
**1600 - MOCA		
Junction City INT,Ga. *2200 - MOCA	Concord INT,Ga.	*2800
Concord INT,Ga. *2000 - MOCA	Atlanta,Ga.VOR	*2500
Norcross,Ga.VOR Via E alter.	Silver City INT,Ga. Via E alter.	3000
Silver City INT, Ga. Via E alter.	Harris INT,N.C. Via E alter.	6800
Harris INT,N.C. Via E alter.	*Rasar INT,Tenn. Via E alter.	7600
*7000 - MCA Rasar INT, S-bound		
Cross City,Fla. VOR Via E alter.	Tallahassee,Fla. VOR Via E alter.	1500
Lake Forest INT, Ill. *2100 - MOCA	Fox Lake INT,Ill.	*3600

Section 610.6105 VOR Civil Airway 105 is amended to delete:

FROM	TO	MEA
Phoenix,Ariz.VOR	Knob INT,Ariz. N-bound	8000
	S-bound	6500
Knob INT,Ariz.	Ranch INT,Ariz.	8000
Ranch INT,Ariz.	Prescott,Ariz.VOR	9000

Section 610.6105 VOR Civil Airway 105 is amended by adding:

FROM	TO	MEA
Phoenix,Ariz.VOR	Prescott,Ariz.VOR	10000
Phoenix,Ariz.VOR Via E alter.	Knob INT,Ariz. Via E alter. N-bound	8000
	S-bound	6500
Knob INT,Ariz. Via E alter.	Ranch INT,Ariz. Via E alter.	8000
Ranch INT,Ariz. Via E alter.	Prescott,Ariz.VOR Via E alter.	9000

Section 610.6120 VOR Civil Airway 120 is amended by adding:

FROM	TO	MEA
Augusta INT, Mont.	*Great Falls,Mont.VOR E-bound only	7000
*6800 - MCA Great Falls VOR, E-bound		

Section 610.6134 VOR Civil Airway 134 is amended to read in part:

FROM	TO	MEA
Evergreen,Ala. VOR *3500 - MRA **2100 - MOCA	*Shady Grove INT, Ala.	**3500
Shady Grove INT, Ala. *2100 - MOCA	Columbus,Ga.VOR	*3500

Section 610.6140 VOR Civil Airway 140 is amended to read in part:

FROM	TO	MEA
Nashville,Tenn. VOR *5000 - MRA **3400 - MOCA	*Hartsville INT, Tenn.	**5000
Hartsville INT, Tenn. *3400 - MOCA	Corbin,Ky.VAR	*5000

Section 610.6154 VOR Civil Airway 154 is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR *2400 - MRA	*Hamilton INT,Ga.	1800
Hamilton INT,Ga. *3000 - MRA **2400 - MOCA	*Junction City INT, Ga.	**3000
Junction City INT, Ga. *2400 - MOCA	Macon,Ga.VOR	*3000

Section 610.6174 VOR Civil Airway 174 is amended by adding:

FROM	TO	MEA
Scotland,Ind.VOR *3000 - MRA	*Mitchell INT,Ind.	2000

Section 610.6241 VOR Civil Airway 241 is added to read:

FROM	TO	MEA
LaGrange INT,N.C. *1400 - MOCA	Cofield,N.C.VOR	*3000

Section 610.6242 VOR Civil Airway 242 is amended to read:

FROM	TO	MEA
Mobile,Ala.VOR	Bon Secour INT, Ala.	1600

Section 610.6243 VOR Civil Airway 243 is added to read:

FROM	TO	MEA
Chattanooga,Tenn. VOR	Smithville INT, Tenn.	4400
Smithville INT, Tenn. *5000 - MRA **3500 - MOCA	*Hartsville INT, Tenn.	**4000
Hartsville INT, Tenn. *3500 - MOCA	Bowling Green,Ky. VOR	*4000

Section 610.6404 HAWAII VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Barbers Pt.,T.H. FM	Honolulu,T.H.VOR	2000

Section 610.6185 VOR Civil Airway 185 is amended to delete:

FROM	TO	MEA
Scotland,Ind.VOR *3000 - MRA	*Mitchell INT,Ind.	2000
Via E alter.	Via E alter.	8000

Section 610.6185 VOR Civil Airway 185 is amended by adding:

FROM	TO	MEA
Asheville,N.C.VOR Via E alter.	Ottway INT,Tenn. Via E alter.	8000

Section 610.6194 VOR Civil Airway 194 is amended to read in part:

FROM	TO	MEA
Rocky Mount,N.C. VOR *1200 - MOCA	Cofield,N.C.VOR	*1400
Cofield,N.C.VOR	Norfolk,Va. ILS Loc.	1500

Section 610.6208 VOR Civil Airway 208 is amended by adding:

FROM	TO	MEA
*Oceanside,Calif. VOR	Mesa Grande INT,Calif. E-bound	9000
	W-bound	7000
*5000 - MCA Oceanside VOR, E-bound		
Mesa Grande INT, Calif.	*Thermal,Calif. VOR	11000
*11000 - MCA Thermal VOR, SW-bound		

Section 610.6240 VOR Civil Airway 240 is amended to read:

FROM	TO	MEA
*Dog INT,La. *3900 - MRA **1400 - MOCA	Mobile,Ala.VOR	**1500

COLUMBUS, OHIO AREA: The routing in Columbus, Ohio, Area as outlined on this chart and as listed in temporary intersection changes should be charted and utilized until further advised. Use this data in conjunction with Coast and Geodetic Survey RF Chart 7. Effective immediately:

CANCEL: (1) Marion Intsxn, Ohio - the intsxn of the Mansfield, Ohio VOR 243° mag radial and the Columbus, Ohio VOR 338° mag radial.

(2) Marysville, Ohio Intsxn - the intsxn of the Dayton, Ohio VOR 061° mag radial and the Columbus, Ohio 305° mag radial.

(3) Irwin, Ohio LFR/VOR Intsxn - the intsxn of the Columbus, Ohio VOR 283° mag radial and the Springfield, Ohio MH 225° bearing.

(4) Urbana, Ohio Intsxn - the intsxn of the Columbus, Ohio VOR 283° mag radial and the Dayton, Ohio VOR 061° radial.

(5) Sidney, Ohio Intsxn - the intsxn of the Columbus, Ohio VOR 283° mag radial and the Dayton, Ohio VOR 019° mag radial.

(6) Baltic, Ohio Intsxn - the intsxn of the Columbus, Ohio VOR 069° mag radial and the Mansfield, Ohio VOR 123° mag radial.

(7) Sunbury, Ohio Intsxn - the intsxn of the Columbus, Ohio VOR 338° mag radial and the Mansfield, Ohio VOR 220° mag radial.

(8) Delaware, Ohio Intsxn - the intsxn of the Columbus, Ohio VOR 320° mag radial and the Mansfield, Ohio VOR 221° mag radial.

(9) Glenford, Ohio, Intsxn - the intsxn of the Columbus, Ohio VOR 120° mag radial and the Mansfield, Ohio VOR 179° mag radial.

DESIGNATE AND/OR REDESIGNATE: (1) Lewisburg, Ohio Intsxn - the intsxn of the Dayton, Ohio VOR 061° mag radial and the 120° mag bearing to the Columbus, Ohio LFR.

(2) Richwood, Ohio Intsxn - the intsxn of the Findlay, Ohio VOR 144° mag radial and the Dayton, Ohio VOR 061° mag radial.

(3) Xenia, Ohio Intsxn - the intsxn of the 011° mag bearing to Springfield, Ohio rdo bcn and the 069° mag bearing to Columbus, Ohio LFR.

(4) Mechanicsburg, Ohio Intsxn - MRA-3500' - the intsxn of the Dayton, Ohio VOR 089° mag radial, Findlay, Ohio VOR 174° mag radial and the 225° mag bearing to Springfield, Ohio rdo bcn.

(5) West Jefferson, Ohio Intsxn - MRA-3800' - the intsxn of the Findlay, Ohio VOR 158° mag radial and the 091° mag bearing to Columbus, Ohio LFR.

(6) Fredericktown, Ohio Intsxn - MRA-4500' - the intsxn of the Findlay, Ohio VOR 120° mag radial and the 209° mag bearing to Columbus, Ohio LFR.

(7) Mt. Hope, Ohio Intsxn - MRA-4000' - the intsxn of the Mansfield, Ohio VOR 102° mag radial, Youngstown, Ohio VOR 235° mag radial and the 234° mag bearing to Columbus, Ohio LFR.

(8) Homer, Ohio Intsxn - the intsxn of the Mansfield, Ohio VOR 187° mag radial and the 234° mag bearing to Columbus, Ohio LFR.

(9) Tiverton, Ohio Intsxn - the intsxn of the Mansfield, Ohio VOR 151° mag radial and the 234° mag bearing to Columbus, Ohio LFR.

(10) Briar Hill, Ohio Intsxn - MRA-4000' - the intsxn of the Mansfield, Ohio VOR 123° mag radial and the 234° mag bearing to Columbus, Ohio LFR.

(11) Baltic, Ohio, Intsxn - the intsxn of the Mansfield, Ohio VOR 123° mag radial, Wheeling, W. Va. VOR 286° mag radial and the 021° mag bearing to Akron, Ohio LFR.

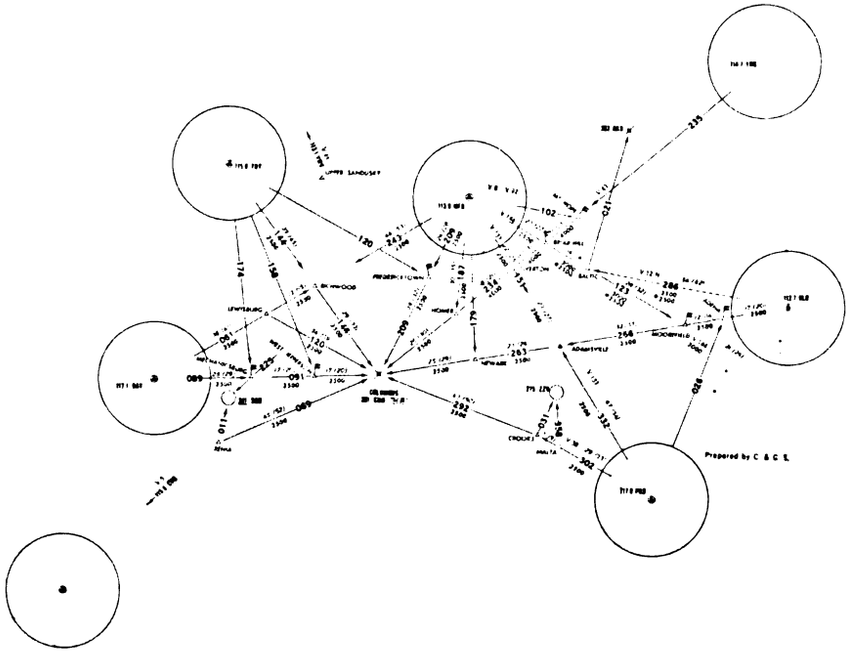
(12) Adamsville, Ohio Intsxn - the intsxn of the Wheeling, W. Va., VOR 266° mag radial, Parkersburg, W. Va. VOR 332° mag radial and the 263° mag bearing to Columbus, Ohio LFR.

(13) Newark, Ohio Intsxn - the intsxn of the Mansfield, Ohio VOR 179° mag radial and the 263° mag bearing to Columbus, Ohio LFR.

(14) Moorefield, Ohio, Intsxn - MRA-3000' - the intsxn of the Wheeling, W. Va. VOR 266° mag radial and the Mansfield, Ohio VOR 123° mag radial.

(15) Adena, Ohio Intsxn - MRA-3500' - the intsxn of the Wheeling, W. Va. VOR 266° mag radial and Parkersburg, W. Va. VOR 026° mag radial.

(16) Crooks, Ohio Intsxn - the intsxn of the Parkersburg, W. Va. VOR 302° mag radial, 031° mag bearing to Zanesville, Ohio rdo bcn and the 292° mag bearing to Columbus, Ohio LFR.



RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effeciive as indicated:

(Part 608 - Restricted Areas - Amednment 168)
(July 20, 1956)

(1) In Section 608.20, the Craters of the Moon, Idaho, area (R-458 formerly D-458), published on May 29, 1954 in 19 F.R. 3183, is rescinded.

(2) In Section 608.34, a Virgelle, Montana, area (R-507), is added to read: "Name and location: Virgelle Bombing and Gunnery Range (R-507). Description by Geographical Coordinates: Beginning at lat 48-07-45, long. 110-04-00; thence to lat 47-46-50, long. 109-53-40; thence to lat 47-44-00, long. 110-06-00; thence to lat 48-07-45, long. 110-17-30; thence to point of beginning. Designated Altitudes: 50,000' MSL. Time of Designation: Daylight hours. Controlling Agency: Malmstrom AFB, Montana."

(3) In Section 608.55, the Coulee Dam, Washington, area (R-248 formerly D-248), amended on October 31, 1951 in 16 F. R. 11066, is redesignated as follows: "Description by Geographical Coordinates: Beginning at Tonasket, Wash., thence on a direct line to Colville, Wash; thence due S to lat 48-21-00, long. 117-54-00; thence counterclockwise along an arc of 45 n mi radius centered on Fairchild AFB to a point at lat 47-44-35, long. 118-44-00; thence on a direct line to Entiat, Wash.; thence northeasterly along the Columbia River to it's junction with the Okanogan River, thence northerly along the Okanogan River to point of beginning. Designated Altitudes: All airspace above 20,000 feet MSL. Time of Designation: Continuous. Controlling Agency: Ninth Air Division (Defense), Geiger Fld, Spokane, Wash."

(4) In Section 608.52, the Wendover, Utah, Number 3 area (R-508), is added to read: "Description by Geographical Coordinates: Beginning at lat 40-36-30, long. 114-14-00; thence to lat 40-38-00, long. 114-07-40; thence to lat 40-38-00, long. 114-00-00; thence to lat 40-26-00, long. 114-00-00; thence to lat 40-26-00, long. 114-08-00; thence to lat 40-20-00, long. 114-08-00; thence to lat 40-20-00, long. 114-18-00; thence to point of beginning. Designated Altitudes: Surface to 50,000' MSL. Time of Designation: Continuous. Controlling Agency: Wendover AFB, Utah.

(Part 608 - Restricted Areas - Amendment 169)
(July 26, 1956)

(1) In Section 608.30, the Camp Lucas, Mich., Area (R-467), amended on April 12, 1956 in 21 F. R. 2373, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 46-58-15N, long. 85-03-00W; thence to lat 46-53-30N, long. 84-51-30W; thence to lat 46-52-30N, long. 84-51-15W; thence to lat 46-49-00N, long. 84-54-30W; thence to lat 46-53-30N, long. 85-07-00W; thence to point of beginning" and by changing the "Time of Designation" column to read: "Days, April 1 to November 30 annually".

(2) In Section 608.55, the Fort Lewis, Wash., area (R-244 formerly D-244), amended on January 3, 1951 in 16 F.R. 4, is rescinded.

(3) In Section 608.58, the Casper, Wyoming, area (R-461 formerly D-461), amended on June 26, 1954 in 19 F. R. 3906, is further amended by changing the "Controlling Agency" column to read: "Adjutant General, Wyoming National Guard, Cheyenne, Wyoming."

(4) In Section 608.55, a Fort Lewis, Wash., area (R-503), is added to read: "Description by Geographical Coordinates": From a point on Highway US 99 at lat 47-06-35, long. 122-34-05; southeasterly along road to Northern Pacific Railroad at lat 47-05-22, long. 122-30-15; thence southerly along railroad to lat 47-03-10, long. 122-31-25; thence northwesterly to the western edge of Victor Arwy No. 23 at lat 47-04-25, long. 122-35-15; thence northerly along the western edge of Victor Arwy No. 23 to point of beginning at lat 47-06-35, long. 122-34-05. Designated Altitudes: Surface to 1500' MSL. Time of Designation: Continuous. Controlling Agency: Commanding General, Fort Lewis, Wash."

(5) In Section 608.55, a Fort Lewis, Wash., area (R-504), is added to read: "Description by Geographical Coordinates: From a point of on theNorthern Pacific Railroad at lat 47-03-10, long. 122-31-25, southerly along railroad to lat 47-02-30, long. 122-31-40; thence E to lat 47-02-30, long. 122-31-00; thence southerly to lat 47-00-50, long. 122-31-25; thence W to the Northern Pacific Railroad at lat 47-00-50, long. 122-32-10; thence southerly along the railroad to lat 46-54-30, long. 122-39-20; thence northeasterly along the western edge of Victor Arwy No. 23 to lat 47-04-25, long. 122-35-15; thence southeasterly to point of beginning at lat 47-03-10, long. 122-31-25. Designated Altitudes: Surface to 5,000' MSL. Time of Designation: Continuous. Controlling Agency: Commanding General, Fort Lewis, Wash."

(6) In Section 608.55, a Fort Lewis, Wash. area (R-505), is added to read: "Description by Geographical Coordinates: From a point along Highway US 99 at lat 47-05-25, long. 122-38-10; thence southeasterly to the western edge of Victor Arwy No. 23 at lat 47-04-25, long. 122-35-15; thence southwesterly along the western edge of Victor Arwy No. 23 to lat 46-54-30, long. 122-39-20; thence southwesterly along the Northern Pacific Railroad to town of Ranier, Wash. at lat 46-53-12, long. 122-41-15; thence northwesterly along road to road junction at lat 46-57-12, long. 122-46-47; thence due N to Northern Pacific Railroad at lat 46-59-52, long. 122-46-47; thence northeasterly along railroad to Highway US 99 at lat 47-05-00, long. 122-40-04; thence northeasterly along Highway 99 to point of beginning at lat 47-05-25, long. 122-38-10. Designated Altitudes: Surface to 14,000' MSL. Time of Designation: Continuous. Controlling Agency: Commanding General, Fort Lewis, Wash."

(Part 608 - Restricted Areas - Amendment 170)
(July 26, 1956)

(1) In Section 608.41, the Cherry Point, N. C., area No. 2 (R-125), amended on Aug. 12, 1955 in 20 F.R. 5850, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 35-46-30, long. 76-47-00; southwesterly along the E edge of Amber Civil Airway No. 9 to lat 34-21-40, long. 77-41-30; clockwise along the arc of a circle with a radius of 60 s mi centered at lat 34-54-30, long. 76-53-00; to lat 34-26-50, long. 77-46-35; thence N to lat 35-20-30, long. 77-40-50; thence NE to lat 35-40-00, long. 77-23-40, clockwise along the arc of a circle with a radius of 60 s mi centered at lat 34-54-30, long. 76-53-00; to lat 35-46-30, long. 76-47-00, point of beginning."

ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective July 26, 1956:

DESIGNATE:

(1) BIVINS VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 321° mag radial and 340° mag bearing from the Amarillo, Tex. ILS LOM.

(2) BRISTOL VHF INTSXN - the intsxn of the Tallahassee, Fla., VOR 235° mag and the Marianna, Fla. VOR 138° mag radials.

(3) BURNET, TEX. VHF INTSXN - the intsxn of the NW lclzr course of the Austin, Texas ILS and the Austin, Tex. VOR 205° mag radial.

(4) CLAUDE VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 117° mag radial and the 092° mag bearing from the Amarillo, Tex. ILS LOM.

(5) FINLEY VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 132° mag radial and the 092° mag bearing from the Amarillo, Tex. ILS LOM.

(6) GREENFIELD, MASS INTSXN - the intsxn of the E course of the Albany, N. Y. LFR and the N course of the Westfield, Mass. LFR.

(7) MAITLAND, WISC. INTSXN - the intsxn of the Milwaukee, Wisc. VOR 100° mag radial and the Milwaukee ILS lclzr 006° mag (back) course.

(8) MAYFIELD, KANS. INTSXN - the intsxn of the Ponca City, Okla. VOR 318° mag radial (V-77) and the 190° mag (front) course of the Wichita, Kans. ILS lclzr.

(9) MESA GRANDE, CALIF. INTSXN - the intsxn of the 101° T, Oceanside, Calif. VOR and the 046° T of San Diego, Calif. VOR.

(10) ORADELL, N. J. INTSXN - the intsxn of the Caldwell, N. J. VOR 081° mag radial and the Idlewild, N. Y. VOR 345° mag radial.

(11) PALO DURO VHF INTSXN - the intsxn of the Amarillo, Tex. 161° mag radial and the 130° mag bearing from the Amarillo, Tex. ILS LOM.

(12) PANHANDLE VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 075° mag and the 060° mag bearing from the Amarillo, Tex. ILS LOM.

(13) PLANT VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 306° mag radial and the 340° mag bearing from the Amarillo, Tex. ILS LOM.

(14) PLATEAU, TEX. VHF INTSXN - the intsxn of the NW lclzr course of the Austin, Tex. ILS and the Austin, Tex. VOR 260° mag radial.

(15) SACO VHF INTSXN - the intsxn of the Montgomery, Ala. VOR 120° mag and the Dothan, Ala., TVOR 333° mag radials.

(16) SAM VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 270° mag radial and the 302° mag bearing from Amarillo, Tex. ILS LOM.

(17) SEA ISLAND, GA. VHF INTSXN - the intsxn of the Jacksonville, Fla., VOR 025° mag, the Brunswick, Ga. VOR 054° mag and the Savannah, Ga. VOR 180° mag radials.

(18) SMITHVILLE, TENN. VHF INTSXN - the intsxn of the Chattanooga, Tenn. VOR 330° mag and the Crossville, Tenn. VOR 282° mag radials.

(19) SPRINGFIELD, MINN. INTSXN - the intsxn of the SW course of the Minneapolis, Minn. LFR range and the Redwood Falls, Minn. VOR 150° mag radial.

(20) TERESA VHF INTSXN - the intsxn of the Cross City, Fla. VOR 285° mag and the Marianna, Fla. VOR 138° mag radials.

(21) TOWER VHF INTSXN - the intsxn of the Amarillo, Tex., VOR 255° mag radial and the 302° mag bearing from the Amarillo, Tex. ILS LOM.

(22) TYBEE, GA. VHF INTSXN - the intsxn of the Jacksonville, Fla. VOR 025° mag, the Charleston, S. C., VOR 208° mag and the Savannah, Ga. VOR 157° mag radials.

(23) WALL EYE, WISC. INTSXN - the intsxn of the Milwaukee, Wisc. VOR 063° mag radial and the Milwaukee ILS lclzr 006° mag (back) course.

(24) WAYCROSS, GA. VHF INTSXN - the intsxn of the Alma, Ga. VOR 147° mag and the Brunswick, Ga. VOR 285° mag radials.

REDESIGNATE:

(1) BLUE JACKET, FLA. VHF INTSXN - the intsxn of the173° mag radial of the Jacksonville, Fla. VOR and the 087° mag bearing from NAS Cecil (NZC) rdo bcn.

(2) CLEMSON, S. C. VHF INTSXN - the intsxn of the Royston, Ga. VOR 033° mag and the Spartanburg, S. C. VOR 250° mag radials.

(3) HARRIS VHF INTSXN - the intsxn of the Norcross, Ga., 013° mag and the Crossville, Tenn. VOR 127° mag radials.

(4) SHADY GROVE VHF INTSXN - the intsxn of the Montgomery, Ala. VOR 120° mag and the Columbus, Ga. VOR 242° mag radials.

CANCEL:

(1) DRIFTON INTSXN - the intsxn of the Tallahassee, Fla. LFR E course and the Cross City, Fla., LFR NW course.

(2) GANTT INTSXN - the intsxn of the Montgomery, Ala. VOR 189° mag radial and the Marianna, Fla. VOR 300° mag radial.

(3) HARTFORD VHF INTSXN - the intsxn of the Dothan, Ala. TVOR 230° mag and the Marianna, Fla. VOR 300 mag radials.

(4) VEEDERSBURG INTSXN - the intsxn of the SW course LaFayette LFR and the N course of the Terre Haute, Ind. LFR.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established and shall become effective July 26, 1956:

(1) COFIELD, N. C. VHF INTSXN - direction of holding - SW on the 223° mag radial (inbound course 043° mag); direction of turns - RIGHT; time - one minute; minimum altitude 1400'.

(2) GREENFIELD, MASS. INTSXN - direction of holding - E (3000') and W (5500') of intsxn; direction of turns - RIGHT; time - one minute.

(3) WALLBURG, N. C. LF INTSXN - direction of holding - SE on SE course of Winston-Salem, N. C. rdo rng (inbound course 328° mag); direction of turns - LEFT; time - two minutes; minimum altitude - 2300'.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CSK	Cape Suckling, Alaska, REP (Assignment)
HUO	Huguenot, N.Y., VOR (Assignment)
ICY	Icy Bay, Alaska, REP (Assignment)
RKF	Rockford, Ill., Radiobeacon (Assignment)
SYK	South Yakataga, Alaska, REP (Deletion)
TRT	Trenton, N. J., VOR (Assignment)
URL	Upper Russian Lake, Alaska (Assignment)

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 9, dated June 15, 1955, as follows:

(1) Page 24 - St. Louis, Missouri - Correct CAA telephone number to read: PErshing 1-0525.

(2) Page 25 - Columbus, Ohio - Effective July 15, 1956, correct CAA telephone number to read: BElmont 1-2415.

(3) Page 96 - Austin, Texas (Airborne): Correct magnetic bearing from VOR to read: 177°.

(4) Page 98 - Laredo, Texas, (Airborne): add to read: 317°; over Laredo LFR; 1500'.

(5) Page 104 - Sidney, Nebraska (Ground): VOR Check Point decommissioned.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orderr for these particular charts should be kept to a minimum until new edition is printed

Cheyenne	Lake Superior	WAC 264
Denver	Milwaukee	WAC 265
La Grande	JN 29	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Detroit	6-13-56	Lake of the Woods	6-8-56	WAC 215	6-8-56
Fargo	6-6-56	Minot	6-8-56	WAC 218	6-8-56
Green Bay	6-18-56	Detroit Local	6-18-56	WAC 219	6-18-56
Lake Huron	6-18-56	JN 44	6-6-56	WAC 268	6-8-56

Instrument Flight Charts
released since June 4, 1956

AL 37 RNG	Harbor Field	AL 467 ILS	Willow Run Airport
AL 50 RNG	(NAS) Mun Birmingham Arpt.	AL 661 ILS	Wilkes-Barre-Scranton Arpt.
AL 60	NAS New York/CGSA Brooklyn	AL 810 ILS	Kinross AFB
AL 80 RNG-1	Cheyenne Airport	AL 50 ADF	(NAS) Mun Birmingham Arpt.
AL 80 RNG-2	Cheyenne Airport	AL '06 ADF	Love Field
AL 106 RNG	Love Field	AL 110 ADF	Detroit-Wayne Major Arpt.
AL 119 RNG	Detroit-Wayne Major Arpt.	AL 180 ADF	Greenville Airport
AL 122 RNG	Dothan Airport	AL 245 ADF	Truax Field
AL 236 RNG	Long Beach Airport	AL 371 ADF	Kelly AFB
AL 245 RNG	Truax Field	AL 467 ADF-1	Willow Run Airport
AL 367 RNG	Mathis Field	AL 467 ADF-2	Willow Run Airport
AL 371 RNG	Kelly AFB	AL 810 ADF	Kinross AFB
AL 373 RNG	San Diego Mun (Lindbergh Fld)	AL 868 ADF	Dillant-Hopkins Airport
AL 399 RNG	St. Joseph County Airport	AL 5 VOR	Akron (CAA Site 9) Field
AL 447 RNG	Westover AFB	AL 80 VOR	Cheyenne Airport
AL 467 RNG	Willow Run Airport	AL 160 VOR	Carswell AFB
AL 469 RNG	NAS Atlanta	AL 367 VOR	Mathis Field
AL 597 RNG	Greater Peoria Airport	AL 371 VOR	Kelly AFB
AL 910 RNG	NAS Memphis	AL 373 VOR	San Diego Mun (Lindbergh Fld)
AL 50 ILS	(NAS) Mun Birmingham Arpt.	AL 399 VOR	St. Joseph County Airport
AL 80 ILS	Cheyenne Airport	AL 467 VOR	Willow Run Airport
AL 106 ILS-1	Love Field	AL 469 VOR	NAS Atlanta
AL 106 ILS-2	Love Field	AL 597 VOR-1	Greater Peoria Airport
AL 119 ILS-1	Detroit-Wayne Major Airport	AL 922 VOR	Kimble County Airport
AL 119 ILS-2	Detroit-Wayne Major Airport	AL 972 VOR	Clinton Airport
AL 180 ILS	Greenville Airport	OP 106	Love Field
AL 245 ILS	Truax Field	OP 809	Draughan-Miller Field
AL 463 ILS	Smith Reynolds Airport	RF 6	

RF U. S. Dates of Latest Prints
RF Terminal Area - Atlanta, Boston, Kansas City-Topeka, New York, Norfolk

NEW CHARTS

AL 597 VOR-2 Peoria, Illinois Greater Peoria Arpt.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution - auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.

BIRMINGHAM-RADIO: About July 15, VOR will be shut down - relctn. (6-7)

BIRMINGHAM ARPT: Caution - traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg geat type acft, including T-6. (4-8)

CLANTON-GRAGG ARPT: Closed - const.

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

(26 June 1956)

ALABAMA: GUNTERSVILLE ARPT: Closed. (3-26)
HUNTSVILLE-RADIO: VOR radials 005 -030° unusable due to roughness and bends. (5-11)
About July 16, VOR will be shut down until approx Sept. 17. (6-8)
HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.
MOBILE-RADIO: About July 16, VOR will be shut down until approx Sept. 17. (6-8)
**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)
ARIZONA: SPECIAL NOTICE: Until July 24, 1956, captive balloons will be flown nightly from one hr after sunset to one hr before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns. (12-27)
AJO ARPT: Beacon and lights inoperative. (6-18)
**CHANDLER-RIGGS ARPT: Abandoned. (6-11)
COCHISE-RADIO: VOR/DME flgt-checked, opern normal. Coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30° - 70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (4-11)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution - puncture vines. (6-18)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
**SEDONA-OAK CREEK ARPT: New fld - Type: P. Lat 34-50, long. 111-47. Lctn: 2 mi SE. Elev: 4800'. No. of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2. (5-7)
TUSCON-RADIO: VOR/DME shut down. (6-6)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000';(c) SE quad 12,000; (d) NE quad 13,000'.
**TUCSON-GILPIN ARPT: Two 200' lgtd twrs erected 2.0 mi N (13°T) at lat 32-00-19, long 111-00-32.
**WINSLOW ARPT: Obstn lgts installed on radar antenna lctd 6.5 n mi NW (300°T) at lat 35-04-45, long. 110-49-48, approx 20' below top of the dome (4-18)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target vcnty. All acft refrain from flying close proximity to B-45 type acft in Yuma area.
ARKANSAS: EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)
FAYETTEVILLE-RADIO: VOR shut down until approx July 11. (6-11)
FLIPPIN-RADIO: About July 23, VOR will be shut down until approx Sept 24. (6-22)
FT SMITH ARPT-TOWER: June 7, twr cmsnd as combined stn/twr. Trans freq: 269 kc; 118.3, 121.5, 126.18, 257.8, 243.0 mc. Rcvs: 3023.5kc, 118.3, 121.5, 122.5, 126.18 mc. Trans & rcvs 121.9 mc ctl mobile gnd tfc. Class: C(g). (6-19)
HARRISON ARPT: N/S, new NW/SE rnwys clsd-const. Fld Clsd ngts.
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - const. (3-1)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210°unusable acct bends and course roughness. (10-14)
**WALNUT RIDGE ARPT: Three 65' unlgtd antenna poles erected 985' E of north end of N/S rnwy. (6-18)
California: **ADELANTO-GREY BUTTE ARPT: Abandoned. (5-28)
ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)
BLYTHE-RADIO: DME coverage 165°-188°, 39n mi at 7000' 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000';220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000', 310°-327°, 35 n mi at 9000'. May 28, VOR/DME shut down until approx Aug. 1. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz; V-135 Needles to Yuma, Ariz. (5-28)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand. (6-15)
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000' 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. (10-28)
FULLERTON ARPT: Attended daylight hrs only. (4-12)
FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy clsd to all operns - mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution. (4-3)
★HOMESTEAD-RADIO:June 21, LF rng decmsnd. (6-20)
KLAMATH-McBETH ARPT: Closed (6-13)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000';305°-340° 7000'; 340°-040°, 12,000'; 040-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25)
**LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. (10-21)
No fuel servicing avail. for civil acft 2400-0600. (11-1) N 800' apch end rnwy 16 L perm clsd. Rnwy 12-30 clsd - repairs. After July 1, 1956 until January 1, 1958, the first 800' on rnwy 30 and adj. taxiways will be closd for new const. 6200' lgtd rnwy usable. Landings & takeoffs permitted on rnwy 30. Rnwy 12 clsd to all takeoffs and landings. (6-8)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (6-4)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. IFR including jet acft operg at least 1000' on top. All jet acft specific alt or at least 1,000' on top should ctc ARTC center 301.4 mc as soon as possible after departure within or entering area inbound. (5-11)
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersections of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc dir ection indicator inop 2300-0700.
★MODESTO-RADIO: June 25, VOR class changed to BVOR.
**MOJAVE-MYER ARPT: Abandoned. (5-28)

CALIFORNIA: OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (5-23)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. UHF/DF steers unreliable below 7,000' within 10 mi of stn. (4-24) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area.(9-30)

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35n mi at min en route alt. (10-10)

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. May 7, VOR shut down until approx July 13. (6-22)

ONTARIO INTERNATIONAL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng runups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. (5-14)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

**OXNARD-VENTURA COUNTY ARPT: 160' lgtd derrick erected 700' N center of arpt.(4-23)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable. (1-3)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'. Apr 19 VOR shut down until approx June 25; freq will be changed to 115.7 mc. During shut down, the current Victor arwys may be used as direct routes using Red Bluff LFR, provided acft are equipped with ADF. MEAs remain the same as currently estab on Victor Arwys. (6-6)

**RICE FLD: Abandoned. (6-14)

RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

SACRAMENTO-RADIO: Disregard spurious signals and interruptions in service of voice commun INSACS and twr. (3-30) About July 2, VOR will be shut down until approx Sept 12 modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is quip. with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200; V-195 Rio intersection to Williams; V-6 Rio intersection to Reno V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (6-25)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

✱SAN DIEGO-RADIO-SPECIAL NOTICE: Effect May 16, acft VFR inbound to Lindbergh Fld, are requested to make initial call to San Diego Apch Ctl on 118.3 mc. This initial call should should be made over one of the following reporting points: Oceanside from north; Jamul from east; Mexican Border from south; approximately 20 mi west from seaward. Apch Ctl will give initial tfc ctl instructions and advise pilot where to contact Lindbergh Tower for lndg clearance. This procedure does not apply to VFR acft departing local immediate area for Lindbergh Fld due to short distance involved. (5-14)

✱SAN DIEGO-RADIO: H fac name changed to "Loma Portal". (5-22) VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. Soon VOR will be shut down until approx July 12. (6-7)

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: SPECIAL NOTICE: Acft inbound to San Francisco International Arpt are requested to make initial call to San Francisco Approach Control, freq 118.5 mc Points over which to make this initial call are changed to the following: Richmond from N; Bay Point from NE; Livermore-E; Evergreen or Campbell - SE; at or abeam Farallon Islands - W; at or abeam Stinson Beach - NW. Approach control will give initial traffic control instructions and advise pilot when to change to local control freq for landing clearance. This procedure does not apply to VFR acft departing Oakland for San Francisco due to the short distance involved. These flights should call San Francisco Tower - freq 119.1 mc as in the past.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

**SANTA ANA-ORANGE COUNTY ARPT: Effect. June 11, hours of opern are 0545-1030 and 1300-1900 daily. Saturdays and Sundays 0545 - 1900. (6-4)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)

**SANTA BARBARA ARPT: Group of six 200' twrs lctd 2 mi ESE perm removed. (6-2)

SANTA MONICA-RADIO: TVOR radials 030°,075°,210°,260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Closed - reconstruction. (5-18)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° - 045°, below 15,000'.

COLORADO: COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communicating with twr.

EADS ARPT: Emergency only - rough. (4-20)

GRAND JUNCTION-RADIO: May 7, ILS glide slope and lclzr shut down. (6-6)

KREMLING-RADIO: About July 10 VOR will be shut down until approx Aug 7. (6-22)

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

THURMAN-RADIO: VOR shut down. During this period the following arwys will be affected: V-4 Denver to Goodland direct MEA 11,000'. The following arwys will not be usable: V-4N Thurman to Goodland; V-148 Thurman to Imperial. (6-7)

CONNECTICUT: HARTFORD-BRAINARD FLD: Rnwy 9-27 closed. (5-14)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WAREHOUSE POINT SKYLARK ARPK: Caution - const N side. (3-26) (26 June 1956)

CONNECTICUT: WILTON-RADIO: VOR has minor bends in SW quad out to 17 mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

WINDSOR LOCKS-BRADLEY FLD: No service, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE runways rough. Men & equipment on fld. Extensive glider activity weekends and evenings.

**HARRINGTON ARPT: Abandoned. (5-28)

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Soft when wet. Use rnwys, and taxiway strips only. (5-22)

WILMINGTON-NEW CASTLE CO. ARPT-TOWER: May 21, ILS glide slope shut down until approx. Sept 5, rnwy const. During this time lclzr may be shut down for intermittent periods. (6-5) FLD: Rnwy 1-19 clsd - const. About July 16, due to limited visibility, twr unable to ctl surface tfc on new terminal ramp. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution - dynamiting daily, hvy charges, dam const. along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md. (2) Thru 31 July 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000' N of and 700' to 3000' S of Washington rng. Two-way radio required. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC tower of take-off or landing and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA control twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when ground visibility less than one mile, except when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° - 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.

**WASHINGTON NATIONAL ARPT: Rnwy 9-27 perm clsd-mrkd. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20)

USAF, NAVY, CG: Clsd to all acft except: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg.

FLORIDA: **ARCADIA ARPT: 206' (266'MSL) lgtd rdo twr erected 1.0 n mi N (6°T) at lat 27-13-11, long. 81-51-37. (6-6)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

CAPE CANAVERAL-SPECIAL NOTICE: Until August 15, thunderstorm research balloons 34 ft in diameter with 200 ft load train climbing at 1000 ft per min will be released at irregular intervals. Direction of drift westerly at 6500 ft. (6-16)

CRESTVIEW-RADIO: About July 1, W course LF rng will be realigned from 91°-83°.

CROSS CITY-RADIO: About July 26, NW course LF rng will be realigned from 135°-124°. About July 16, VOR will be shut down until approx Sept. 17 - modernization. (6-8)

DAYTONA BEACH-RADIO: VOR/DME shut down until approx Aug 6. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. Due to temp shutdown, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (6-6)

**DAYTONA BEACH ARPT: 349' lgtd TV twr erected 2.1 n mi (5°T) at lat 29-13-51, long. 81-02-33.

EVERGLADES ARPT: Closed - due construction. (6-15)

FT MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R closed to jet acft.

FLORIDA: **KEY WEST-CAUTION AREA: Effective July 2, Caution Area (C-175) and Warning Area (W-465) will be revised so the areas will be contiguous to Control Area 1234, and will exclude the Marathon-Miami Airway B-48).

KEY WEST-INTN'L ARPT: Caution new fld under const. No ngt operns. Const. equipment on and about rnwys. First 1500' rnwy 26 clsd. Rnwy 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc information when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Landing fee for cargo or charter acft. (5-5)

LAKE CITY MUN ARPT: S and central ramp areas clsd. Transient acft use N end near hangar. (1-19)

MARIANNA-RADIO: Apr 17, VOR shut down. During shut down the following MEAs are estab: V-22 Crestview to over Marianna 5000'. V-7, Tallahassee to Dothan, Ala, using Dothan TVOR 1500'. V-7W Gantt, Ala, to Marianna and V-22 N Marianna to Calvary unusable.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel available for civil acft. New runways parallel N side rnwy 8-26 and W side rnwy 18-36 under construction. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

**MIAMI-CAUTION AREA: Effective July 2, Caution Area (C-172) will be rescinded.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail. 20th St. for civil acft. Taxiway entrance to SW corner USAF ramp clsd. All jet xcpt multi-eng transport types are prohibited from lndg or taking off. All instrument apchs to arpt either actual, simulated or practice by jet acft xcpt multi-eng transport types are prohibited. (5-23)

MILTON CAUTION AREA: Effective July 1, Caution Area (C-148) will be rescinded.

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing. (4-1)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equipment adj rnwys. (9-8)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon - Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on ai rways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

PENSACOLA CAUTION AREAS: Effective July 1, Caution Areas (C-146 & C-147) will be rescinded. Effective July 1, Caution Area (C-488) will be established: Name: Pensacola, Fla. Description: Beginning at a point at lat 31-30-00, long. 85-45-00 thence due S to the northwestern boundary of Restricted Area R-383; thence along the NW, W and SW boundaries of R-383 to the intsxn of the Florida shoreline with long. 96-48-00; thence westerly along the northern boundary of Restricted Area R-154 to the Pensacola Control Area thence SE, W and NW along the Pensacola Control Area extension to its intsnx with the Florida coast line; thence along the northern boundary of redesignated Restricted Area R-153 to lat 30-15-00, long. 87-41-20; thence NW to lat 30-31-00, long. 87-55-00; thence N and W along the eastern shoreline of Mobile Bay to the eastern boundary of the airway at lat 30-41-15, long. 88-00-45; thence along the eastern boundary of this airway and Green Civil Airway No. 6 to lat 31-30-00; thence E to point of beginning. Effective from surface to 2000' MSL, within Civil airways and from the surface to unlimited outside of civil airways. This Caution Area to exclude all Control Zones. Altitude: Surface to unlimited except within Civil Airways. Activities: Extensive basic flight trng. Time of use: Unlimited. Controlling Agency: Chief of Naval Air Basic Trng NAS, Pensacola, Fla.

FLORIDA: PERRINE-RADIO: About July 2, LF rng will be cmsnd. Freq: 266 kc. Ident: PRR Lctd at lat 25-36-30, long. 80-31-39. Mag. var. 1°E. Courses: 49 A 179 N 271 A 341 N. Class: SRAZ. Will be controlled from Miami OFACS. (6-8) This corrects AIRGI Vol. 11 No. 7.

**PERRY-FOLEY ARPT: About June 25, work starts on erection of a 240' (336'MSL) lgtd rdo twr 23 n mi NNW (351°T) at lat 30-27-36, long. 83-38-36. (5-15)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-RADIO: VOR courses 95°-105° unusable.

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WHITING CAUTION AREAS: Effect. July 1, Caution Areas (C-144 and C-145) will be rescinded.

WINTER HAVEN-GILBERT FLD: Taxiway and parking ramp near rnwys 4 and 29 extensive excavation. Trucks crossing runways after normal operg hours and week ends. (2-3)

GEORGIA: **ADEL-COOK COUNTY ARPT: 237' (487'MSL) lgtd rdo twr erected 2.1 n mi E (90°T) at lat 31-08-06, long. 83-25-30. (5-15)

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb. 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT-TOWER: ASR-PAR shut down-modernization. (3-10) FLD: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)

ATLANTA-FULTON COUNTY ARPT: Const SE end of NW/SE rnwy-caution. (9-13)

BRUNSWICK ARPT: Caution-intensive blimp training in vcnty.

**BRUNSWICK-McKINNON ARPT: 200' MSL lgtd twrs lctd on Brunswick Riv bridge 1 n mi S (240°T) at lat 31-07-00, long. 81-28-09. (6-18)

**CAMPBELLTON: Obstn lgts and markings on LFR discontd. (8-4)

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)

COLUMBUS ARPT: E/W rnwy clsd-const. (5-17)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

**QUITMAN-BROOKS COUNTY ARPT: 270' (490' MSL) lgtd rdo twr erected 3.1 n mi NE (61°T) at lat 30-50-47, long. 83-32-15.

ROME-RADIO: LF rng operg as un monitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

ROYSTON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. About July 2, VOR will be shut down until approx Sept 3. (6-15) During this period, the following intsxn re-established: Honea 84° bearing from Anderson, S.C. Rbn & front course Greenville, S.C. ILS lclzr Laurens 140° bearing Greenville LFR & 193° radial Spartanburg, S.C. VOR, Clemson 250° radial, Spartanburg VOR ° 214° radial Asheville, N. C. VOR Silver City 13° radial of Norcross, Ga., & 120° radial of Chattanooga, Tenn., VOR. During this outage Victor Airway 194 is formed as follows: From Anderson Rbn via 84° bearing to intercept the 242° radial of Charlotte, N. C. VOR thence to Charlotte VOR. During the shut down period the following temporary MRA established. V-20 Atlanta, Ga & Spartanburg, S. C. 5000'. V-35 Macon, Ga. & Asheville, N.C. 6500'. V97E Norcross, Ga.- Silver City 5500'. (6-15)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with xcptn of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)

**BOISE-CAMPBELL ARPK: (Formerly carried Boise, Major's Arpt). (5-29)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

DIXIE USFS ARPT: Closed-const. (6-5)

**GOODING ARPT: Excavation 30' wide, 15' deep 135 to 165' NW of NW end of rnwy 12-30, mrkd by red flags 135' to 165' extending 36'' above ground on SE edge of rnwy 30. Men and equip operg vcnty. (4-4)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

MOUNTAIN HOME AFB-RADIO: USAF VOR unreliable. (5-29)

MOUNTAIN HOME-CONTROLLED FIRING AREA: A temp controlled firing area is established as follows: Name: Mountain Home, Idaho. Description: Beginning at lat 43-22, long. 116-08; thence to lat 43-13, long. 116-00; thence to lat 43-07, long. 116-12; thence to lat 43-17, long. 116-19; thence to lat 43-22, long. 116-19; thence to point of beginning. Altitude: June - surface to 14,000' MSL; August - surface to 25,000' MSL. Time of Use: Daylgt hrs. Activities conducted: Artillery firing - gun, mortar and Howitzer. Controlling Agency: June - Idaho National Guard; August - Montana National Guard. Effective Date: June 2 - 30 inclusive; August 11-25 inclusive.

STREVELL ARPT: All lgts inop. (5-2)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36'' above ground on SE edge of excavation paralleling rnwy. Men, equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48, and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500', and 5500' MSL. (6-16)

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1)

** CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24'to 34' high, erected in the Pinehurst Subdivision approx. 600' S of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng.

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the E. Back course has lgt to moderate bends TVOR course unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) FLD: Single eng transient acft will not be allowed dock space at the N term bldg, must use facs of S term bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both term bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.

CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd-const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct comm with ctl twr. (4-27)

CHICAGO-SMITH SEAPLANE BASE: 251' lgtd grain elevator being erected 2. n mi N (360°T) at lat 41-41-00, long. 87-33-36. (1-27) Effect. July, erection will begin of three brick chimneys 255' (844'MSL) lctd 1/2 mi N (5-4)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)

ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.

KEWANEE ARPT: Men, equip on fld intermittently-caution. (7-5)

ILLINOIS: LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at 41-50-00, long 88-02-30. (4-12)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MOLINE-RADIO: About July 16, VOR/DME will be shut down until approx Sept. 16. (6-21)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: About July 9, ILS glide slope and lclzr will be shut down until approx July 30. (6-21)

ROCKFORD-RADIO: About July 1, H fac will be cmsnd. Ident: RFD. Freq: 275 kc. Lctn: Lat 42-06-52, Long 89-05-53, Class: MHW (6-6)

SPRINGFIELD-CAPITAL ARPT-TOWER: About July 1, ILS will be cmsnd. Lclzr freq: 109.5 mc with voice. Ident: SPI. Lctd 1400' NE of NE end NE/SW rnwy. Apch bear. 38°. Glide slope freq: 332.6 mc. Lctd 400' NW of centerline and 1050' from apch end NE/SW rnwy. Proposed angle: 2.5°. MM lctd 400' (0.66 mi) SW apch end NE/SW rnwy. Elev:580' MSL. LMM freq 203 kc. Ident: PI. OM lctd 5.92 mi SW apch end rnwy. LOM freq 230 kc.

** Ident: SP. Elev: 604'MSL. (5-18) FLD: Men and equip. on fld durg daylgt hrs. (12-8) 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22. (3-7)

VANDALIA-RADIO: About August 6, VOR will be shut down until approx Sept. 6 - modernization. (6-6)

WOODDALE-WOODDALE MOODY ARPT: Clsd irregular intervals-flgt trng-mrkd. (5-22)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

**AUBURN ARPT: 910' (1780'MSL) lgtd TV twr erected 4.0 n mi SSE (173°T) at lat 41-19-59, long 85-03-07.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)

ELKHART ARPT: N/S rnwy usable at pilots' discretion. (8-22)

**EVANSVILLE-DRESS MEMORIAL ARPT: Lgtd wind cone has been installed on the first hangar S of the terminal bldg on the W side of arpt. The tetrahedron tfc direction indicator perm. withdrawn. Soon a lgtd wind cone will be provided on hangar S of terminal bldg on W side of arpt. (4-6)

FT. WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. (5-4)

FT. WAYNE-BAER FLD-TOWER: About July 9, ILS glide slope will be shut down until approx August 6. (6-7)

FT. WAYNE-BAER FLD: Rnwy 4-22 now 7800' -daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.

GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest centerline of rnwy 2 will be 43'(633'MSL). (1-5)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENSBURG ARPT: Regrading and seeding W half N/S rnwy-caution. (5-14)

HUNTINGTON ARPT: Closed all operns - due soft fld. (3-18)

★INDIANAPOLIS-RADIO: Trans and rcvs 255.4 mc at INSACS - delete from ARTCC. (6-23) Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. Until July 1, en route radar control provided in vicinity of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility will be identified as Rockville

INDIANA: Control. Primary trans & rcvg : 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5,122.1,126.7,135.9, 243.0,255.4, 301.4 mc.

★INDIANAPOLIS-AIR ROUTE TRAFFIC CONTROL CENTER: Channel 338.6 mc cmsnd. (6-18)

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engine acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. (2-6) Use rnwys and taxiways only. Parking in sod area at discretion of ctl twr. (5-14)

★LAFAYETTE-RADIO: Correct name VOR West Lafayette. (6-20)

LAFAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Saturday. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**MICHIGAN CITY MUN ARPT: 180' unmrkd microwave twr erected 4.5 n mi SSE (164°T) at lat 41-36, long. 86-51.

ROCKVILLE-RADAR: Until July 1 en route radar control will be provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4, mc. See Indianapolis Radio(3-13)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touchdown point.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

BURLINGTON-RADIO: June 20 VOR/DME shut down until approx July 11. (6-20)

DAVENPORT MUN ARPT: E/W strip under const. (2-2)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft. wide. (10-25)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30) About July 16, VOR/DME will be shut down until approx Aug. 16. (6-21)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg. NE of black hangar and parking area at SE corner of fld. (4-16)

**VILLISCA-TYLER ARPT: ABANDONED. (5-28)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts - broken tile in drainage system. E/W rnwy clsd. (1-24) NW/SE rnwy clsd-const. (5-18)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

CALDWELL ARPT: 278' (1421'MSL) lgtd rdo twr being erected 13.1n mi E(102°T)lat 37-00, long 97-19-05. (4-3)

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: 265' (2879' MSL) radio twr 2.5 n mi WSW(262°T) at lat 37-45-57, long 100-01-55, under const.

**EL DORADO ARPT: 200' (1550' MSL) lgtd guyed rdo twr erected 5.0 n mi WNW(299°T) at lat 37-49-00, long 96-55-00. (6-4)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 nautical miles at min en route altitude. (5-29)

**EMPORIA ARPT: 220' (1690'MSL) lighted, guyed radio tower erected 8.1 nautical miles West Southwest (250°T), at latitude 38-16-06, longitude 96-22-20. (6-4) 300' (1485' MSL) lighted guyed radio tower erected 18.9 nautical miles North (17°T), at latitude 38-38-50, longitude 96-02-35. (6-4)

**FLORENCE-CLOTHIER ARPT: 200' (1640' MSL) lgtd guyed rdo twr erected 13.5 n mi ESE (134°T) at lat 38-03-33, long 96-38-30. (6-4)

GARDEN CITY-RADIO: Radial 125 degrees has course roughness and bends of 2.5 degrees. (3-28)

GOODLAND ARPT: NW/SE rnwy clsd-const.

KANSAS: GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

HUTCHINSON-RADIO: About July 2, VOR will be shut down until approx Aug. 2 - modernization. (6-18)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15 thence southeast along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500 and 5500' MSL. (4-17)

**LAWRENCE ARPT: 300' (1345'MSL) lgtd guyed rdo twr erected 5.5 n mi WSW (245°T), at lat 38-59-39, long. 95-20-30. (6-4)

**MEDICINE LODGE ARPT: 278' (2065'MSL) lgtd rdo twr erected 8.5 n mi NE(47°T) at lat 37-21-21, long. 98-25-40. (4-3)

NEWTON-81 ARPT: Restricted services due to by-pass road const on N end of fld, with hvy const equip. N/S rnwy reduced to 1400' with hi-line pole 40' W of rnwy. All lndgs at pilot's risk. (9-6)

**OLATHE-SPECIAL NOTICE: Effect. May 31, Caution Area C-198 is amended as follows: Bounded on the north by lat 38-12, on the east by Victor 161, on the south by Red Civil airway 105, and on the west by Amber 4.

**OSAGE CITY ARPT: 170' (1349'MSL) lgtd guyed rdo twr erected 3.1 n mi W(275°T) at lat 38-50-03, long. 95-52-33. (6-4)

**OSBORNE ARPT: 225'(2274'MSL) lgtd guyed twr erected 19 n mi SW(239°T) at lat 39-16-12 long. 99-01-30. Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

FUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (3-13)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**SUBLETTE ARPT: 240' (3159'MSL) lgtd rdo twr lctd 2 n mi SW(232°T) being erected at lat 37-28-26, long. 100-51-09. (4-3)

TOPEKA-RADIO: VOR/DME shut down.

**TOPEKA-ALLEN ARPT: 150' (1149'MSL) lgtd rdo twr erected 4.5 n mi ESE (126°T) at lat 38-59-30, long 95-41-20.

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Extreme caution - temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr. Use rnwys only. (4-23)

**WELLINGTON ARPT: 200' (1440'MSL) lgtd guyed rdo twr erected 5.0 n mi ESE (125°T), at lat 37-16-30, long. 97-20-20. (6-4)

WICHITA ARPT: A concrete plant top structure 50' AGL and 100' (1417'MSL) antenna twr erected 3100' N of N end rnwy 1-19, mrkd, lgtd. 128' lgtd steel water tank erected 0.4 n mi ESE of SE corner of arpt. Mowing equip. on fld-days. Dirt pile 2' high 25' N of taxi strip at end of rnwy 19 to deflect run-up prop wash. Acft remain on concrete area. Sod areas unsafe. (3-28)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 122.5 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5kc, 122.5mc. Listen 278kc, 119.5 mc. or range voice channels. (8-20)

KENTUCKY: BOWLING GREEN-RADIO: VOR/DME shut down - modernization. Freq. change from 116.1 mc to 116.2 mc. (6-19)

BOWLING GREEN-WARREN COUNTY ARPT: All lgts inop. (5-11)

CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

**DANVILLE-GOODALL ARPT: 185' lgtd twr erected 2.5 n mi N(19°T) at lat 37-37-39, long 84-46-32. (5-29)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) Plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down.(6-18) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for runway extension. Const. equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman fld. Const E end rnwy 24. (Const. work begins at ends of rnwys 6, 11 and 29. (6-29)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

PERRY PARK ARPT: Clsd - const. (3-2)

**STANTON ARPT: 305' (1505'MSL) twr erected 3.0 n mi SSE (177°T), lat 37-48-34, long. 83-50-34.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL. (5-14)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° unusable acct bends. (3-16) July 5, VOR will be shut down until approx Aug 5. (6-21)

BATON ROUGE-RADIO: About June 25, VOR will be shut down until approx July 13. (6-8)

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (3-29)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)

MINDEN MUN ARPT -SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MINDEN-WEBSTER ARPT: New fld. under construction. Lctd 1 mi NW; lat 32-38, long. 93-18. (9-30)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. About July 11, VOR will be shut down until approx Aug. 11. (4-26)

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n miles in connection with radar control. About July 15, ASR will be shut down until approx Sept. 15. (6-8) FLD: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. (5-16)

PATTERON-WILLIAMS MEMORIAL ARPT: Extreme caution advised - const, mrkd.(11-24)

FUSTON ARPT: Const on rnwy extension S end of fld. (3-30)

SHREVEPORT-RADAR APPROACH CONTROL: Soon, FAPCON will be cmsnd. Trans & rcvg freqs: 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1,142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8 and 289.4. Rcvg only: 3023.5 kc, & 122.5 mcs.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Flm Grove FM pattern irregular-caution.

★SHREVEPORT-DOWNTOWN ARPT-TOWER: CAA Ctl Twr cmsnd. Trans freq: 293 kc; 119.5, 121.5 mc. Rcvg: 3023.5 kc; 122.5, 119.5, 121.5 mc. 121.7 mc mobile gnd ctl tfc. Hrs of oprn: 0600-2200. Class: C(g.7). Combined stn/twr. (6-21)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (10-17)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° & 220°-240°, 35n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of fld only. Turf extremely soft.'(3-25)

MAINE: LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

MILLINOCKET ARPT: Apron usable with caution - due broken pavement. Use rnwys only.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 closed night operations.

**ROCKLAND MUN ARPT: Elevation: 60'.

SANFORD ARPT: Drag races will be held 0800-1700 on the following dates: July 8th, August 19, Sept. 9th, 23rd. Oct. 7th.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

**BALTIMORE FRIENDSHIP ARPT-RADIO: June 15, ASR cmsnd. Lctd lat 39-10-47, long 76-41-02. Trans and rcvs 119.3, 360.8 mcs. ASR apchs not authorized. Radar trans and rcvs: 118.7, 121.5, 126.18, 257.8 mc. Also trans: 109.7, 115.8, mc; 257, 281 kcs. Gds: 122.5 mc, 3023.5kc.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 250°-15° at 3000'.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Airway, temp. rescinded.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

LAYTONSVILLE-DAVIS ARPT: Const-extending runway 900' at ENE end.

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V 1 to NE at lower alts.

SALISBURY-DELMARVA ARPT: Closed to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. FLD: Rnwy 5-23 closed except for taxiing and parking.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd Terminal Bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lights of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 45. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi.

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.

HYANNIS-RADIO: About July 16, the following freqs will be cmsnd: trans; 122.2, 135.0, 135.9, 121.5, 126.7-rcvs; 122.1, 121.5, 126.7, 135.9 mc. Will be remotely controlled from Nantucket.

MASSACHUSETTS: MARTHA'S VINEYARD-RADIO: About July 16, the following freqs will be cmsnd: trans; 122.2, 135.0, 135.9, 121.5, 126.7- rcvs; 122.1, 121.5, 126.7, 135.9 mc. Will be remotely controlled from Nantucket.

NANTUCKET-RADIO: About July 24, HH fac will be shut down. About July 16, remote trans and rcvrs will be cmsnd at Hyannis and Marthas Vineyard.

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle.

NANTUCKET SHOALS OFFSHORE WARNING AREA: Effect. June 22, 1956, Warning Area (W-506) will be established as follows: Name: Nantucket Shoals Offshore, Mass. Description: Beginning at lat 41-12-30, long 69-40; thence to lat 41-16, long 68-00; thence to lat 41-00, long 68-00; thence to lat 39-52, long 68-58-15; thence to lat 40-11-45, long 69-13-30; thence to lat 40-47, long 69-40; thence to point of beginning. Altitude: Surface to 45,000'MSL. Time of Use: Unlimited. Activities Conducted: Air to air gunnery and rocketry. Controlling Agency: Otis AFB, Mass.

NORWOOD-MEMORIAL ARPT: Runway lgts inop.

ORANGE ARPT: All rnwys closed on the following Sundays- July 15, Aug 19, Sept. 16 and Oct 21 from 1300 to 1800 - field marked.

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge of field.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd.

BIG BEAVER ARPT: E/W rnwy soft-spring thaw. N/S rnwy - emerg. only.

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' of rnwy 2. Rnwy 2-20 clsd to large twin eng acft. 12,500 lbs gross and over.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi in all azimuths at min en route alt.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. for lgt acft only. Rnwy 02-20 clsd to large twin engine acft 12,500 lbs gross and over.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip on fld days.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE under const.

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft.

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R closed all tfc.

**GRAYLINE-McNAMARA ARPT: Open to civilian operations.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. Brush above one obstn lgt W.

LANSING-RADIO: About July 9, VOR will be shut down until approx Sept. 1.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi-interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Aircraft parked West side field East of apron. A processing seed plant 65 feet (910'MSL) constructed 2650 feet Southeast end of Northwest/Southeast runway, lighted. Runway 14-32 closed - construction on field. Men, equipment on field.

**LAPEER, DUPONT - LAPEER ARPT: (Formerly carried as LAPEER ARPT.)

**MARLETTE ARPT: 55 ft. lighted Television tower and antenna erected 600' Northwest. (6-12).

MARQUETTE-COUNTY ARPT: Closed - construction.

MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlighted control tower constructed 2800 ft. East of North/South runway. Runway lights inoperative. 135 ft lighted water tank 3900 feet East Terminal Building. 50 ft. unlighted silo 300 feet South of water tank.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quadrants. (10-1). USAF VOR unreliable below 3000feet beyond 50 nautical miles.

MICHIGAN: MT. CLEMESN-MACOMB ARPT: Construction on field. E.W rnwy closed.
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end runway 14 and for 50' apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along boundary.
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)
ST IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge. (5-24)
SAULT STE MARIE-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon-Fri until approx July 16. (6-15)
STURGIS-KIRSCH ARPT: Const on intsxns to both ends NE/SW paved rnwy, mrkd. (12-1)
WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const., marked - caution. (9-22)
MINNESOTA: ALEXANDRIA-RADIO: VOR/DME shut down until approx July 6. (6-22)
BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operations. (4-4)
BENSON ARPT: New fld under const—clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39. (4-4)
CLARISSA ARPT: New fld under const - clsd all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. About July 9, VOR will be shut down until approx Sept 1. (6-5)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men and equipment on fld days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.
ISLE ARPT: New arpt under const-clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450' x 180'. (4-4)
MINNEAPOLIS-ST PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n mi in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
ROCHESTER-LOBB FLD: Rnwy 17 clsd ngt lndgs. Rnwy 9-27 clsd - soft spots. (6-22)
★ST CLOUD-WHITNEY MEMORIAL ARPT-RADIO: State owned TVOR cmsnd. Freq: 111.6 mc. Ident: STC. Monitored by Weather Bureau 24 hr basis. Rcvs 122.1 mc. (6-11)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: **COLUMBUS-LOWNDES CO. ARPT: 300' (557'MSL) lgtd rdo twr erected 19.9 n mi S (188°T) at lat 33-08-44, long. 88-25-35. 175' (358'MSL) lgtd twr erected 2.9 n mi NW (32°T) at lat 33-29-43, long. 88-25-17. (6-5)
GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 nautical mile radius.
GULFPORT MUNICIPAL ARPT-TOWER: Operated by Air Forces from 1200-0600 on the following dates, inclusive: July 1-15, July 22, Aug 5, and 12-26. Trans and rcvg 121.5, 126.18, 236.6, 243.0 and 121.3 mcs. Rcvg 122.5 mc. (6-4)
GULFPORT ARPT: USAF GCA Trng Mon-Sat. Letdown to 100' min over N/S rnwy. No landings. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)
**HATTIESBURG ARPT: 537' (732'MSL) lgtd TV twr erected 10 n mi N (353°T) at lat 31-27-12, long. 89-17-05. (5-15)
JACKSON-RADIO: Soon VOR will be shut down until approx July 6. (4-26)
McCOMB-PIKE COUNTY ARPT 8C, MSY-STL: ENE/WSW lndg strip clsd - reseeding.
MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness, and course displacement. (5-16)
**MERIDIAN-KEY ARPT: 180' (680'MSL) lgtd rdo twr erected 23.9 n mi N (12°T) at lat 32-44-35, long. 88-38-09. (6-6) First 1500' rnwy 1 clsd-very rough - marked. (5-23)
MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Landing and take-off trng conducted during daylight hours by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt; civil acft should execute normal tfc entry to acft rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal landing or take-off. (4-13)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys closed.

MISSOURI: ★JOPLIN ARPT-RADIO: June 15, ILS flgt-checked and recmsnd. Lclzr lctd 800' from SE end of NW/SE rnwy. Apch bear: 130°. Glide slope 1530' from NW end of NW/SE rnwy and 375' NE of rnwy centerline. Glide path angle 2°42'. Glide elev 200' above rnwy at MM. 1161' MSL at MM; 2130' MSL at OM. MM is 2640' or 0.5 mi from apch end rnwy. OM is 23,270' or 4.4 mi from apch end rnwy. Min apch altitude 2100' MSL. No change in freqs or idents. (6-6)
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 closed. Sod areas restricted, use taxiways. Caution - men and equipment on fld. 909'MSL lighted steel truss bridge under const. across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy and pertinent traffic information prior entering Kansas citycontrol zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and heavy equipment in this area during daylgt hrs will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar area - marked. 55' (976'MSL) lgtd boom on top travelling derrick in operation on new Missouri River Bridge at lat 39-08, long. 94-35.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000'MSL 0700-2400 Mon-Fri. (6-20)
**ROLLA ARPT: 14' gas service stn erected 1/2 n mi E (90°T) lat 37-59, long. 91-43.
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500'MSL. (12-20)
★ST LOUIS-RADIO: Trans 243.0 cmsnd. (6-6)
**ST LOUIS-AIR ROUTE TRAFFIC CONTROL CENTER: Trans freq 121.5 mc cmsnd. (6-12)
ST LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlighted and unmarked. Shoulders soft. Caution. Rnwys, apchs, rough and unusable. Grass area clsd.
ST LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sun of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs - marked. Aerobatic area for student training: Bounded by long. 90-00, 90-15; lat 38-25, 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500'MSL. (5-25)
ST LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
VICHY-RADIO: June 5, VOR shut down until approx. July 5. (6-6)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (5-4)
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. (12-20)
BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 28 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
CUT BANK-RADIO: June 4, VOR shut down until approx Aug 4. Freq will be changed to 113.1 mc. During this period the following airway will not be usable: V-21 Great Falls to Cut Bank. (6-1)
DILLON-RADIO: VOR radial 146°- usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-RADIO: VOR flgt-checked for en route arwys use only min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

MONTANA: HELENA ARPT: Following gross weight restrictions in effect: rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

★MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)

MULLAN PASS-RADIO: VOR shutdown until approx Aug 1. Freq will be changed to 116.3 mc. (5-31) During this period, the following arwys will not be usable: V-2 Missoula to Spokane; V-120 Mullan Pass to Great Falls. (6-4)

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.(6-23) Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (6-8)

OMAHA-RADIO: VOR/DME shut down until approx July 6 - modernization. (6-14)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Fquip. crosses rnwys, taxi strips. Caution.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-RADIO: The Crystal FM on NE course decmsnd and being relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V 8, V 21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. (6-8)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°. 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain. (7-25)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

NEVADA: WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000';010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY: ★ATLANTIC CITY-RADIO: June 18, VAR perm decmsnd.

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc.(3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E. side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager.(10-18)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - clsd - use as taxiway only. (6-11)

NEW MEXICO: CARLSBAD ARPT: Runway work in progress on rnwys 3-21 and 32L-14R. Usable. Open ditches alongside. Flare pots for ngt landing on request. (6-15)

CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 26L-8R clsd to all tfc. (4-30)

NEW MEXICO: FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway.
GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
GRANTS ARPT: Erosion and loose sand near edges rnwy.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from station.
LAS VEGAS ARPT: Bndry and rnwy lgts inop.
OTTO-RADIO: VOR radials usable 26 n mi.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: VOR has moderate scalloping SW quadrant.
NEW YORK: **AMITYVILLE-ZAHNS ARPT: Rgt tfc East and South.
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt.
ELMIRA-RADIO: VOR has roughness in all quads.
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft.
FULTON ARPT: Field will be clsd 1100-1800 on the following dates: July 12, 26; Aug 12, 26; Sept 9, 23 - drag races. W end of the E/W rnwy will remain open.
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.
HUGUENOT-RADIO: About Sept 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long. 74-35-29. Elev: 1308'MSL. Monitor, category (1). Monitored from Wilkes-Barre-Scranton, Pa. Variation: 11°W.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. Caution - men and equip. on field.
KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
MIDDLETOWN-RANDALL ARPT: Closed.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads.
NEW YORK CITY-SPECIAL NOTICE: Through July 28, 1956, all acft urged to avoid Lewishon stadium area located E of Hudson Riv midway between Central Park and George Washington bridge, between the hours of 1930-2200 all days xcpt Fridays and Sundays. Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, New Jersey.
NEW YORK INTERNATIONAL(IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on offl bus. or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt. Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC closd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185'MSL ctl twr-highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L 31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Rnwy 1R-19L clsd - avail taxiing only. Taxiway H now in operation.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. June 8, PAR-1 shut down until approx August 3. FLD: Closed to fighter type acft. Clsd to all mil acft xcpt those carrying high govt. officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Landings and take-offs prohibited unless aircraft equipped with functioning radio capable of two-way direct communications with control tower. All aircraft must be equipped with the Civil Aeronautics Administration assigned frequency for direct communication with control tower on ground control 121.7 mc. Closed to jet propelled aircraft,

NEW YORK: **NEW YORK-ROCKAWAY ARPT: Right tfc N, NE, E, SE.
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing.
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant.
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S.
NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - construction.
OGDENSBURG ARPT: E/W rnwy clsd - const.
★PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. Freq change from 112.9 mc to 116.7 mc.
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less then 3 mi and/or a ceiling of less than 1000'.
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, 0730-1615, Mon-Fri. Blast shock & flying missiles up to1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-landing jet interceptor acft using left hand pattern at 1878'MSL.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
★SYRACUSE-HENCOCK FLD-RADIO: UHF/DF also rcvs 243.0, 255.4 mc.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt.
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from control tower.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi. radius of arpt 33 miles 300° heading from Newburgh.
NORTH CAROLINA: **ALBEMARLE SOUND-CAUTION AREA: Effect. July 26, Caution Area (C-10) will be rescinded.
CHARLOTTE-DOUGLAS ARPT: Runway 11-29 and taxiway between runways 29 and 23 closed to all operations.

COFIELD-RADIO: VOR will be cmsnd about July 26. Freq: 116.2 mc. Ident: CDI. Ltcd lat 36-22-24, long. 76-52-18. Monitor category (3). Class: VORW.
**ELKIN ARPT: Abandoned.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.
GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down until approx July 4- relctn. (3-8). Glide slope flyable to 20' above rnwy. No touchdown point.
HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corporation. Two-way rdo rqrd.
**LONG POINT SHOAL-CAUTION AREA: Effect. July 26, Caution Area (C-127) will be rescinded.
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

(26 June 1956)

NORTH CAROLINA: RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min intst alt. VOR radials 80° thru 100°, 125° thru 145°, 175° thru 290° unusable acct excessive roughness and bends. (5-9) About July 26, S course LF rng will be realigned from 015° to 048°. (5-31)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.

SALISBURY ARPT: Boundary lgts inop. (2-16)

WILLIAMSTON-RADIO: About July 26, VAR will be decmsnd. (6-20)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. Soon, VOR will be shut down until approx July 18. (6-7)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. (9-27) Open drainage ditch 1500' W of midfield intsxn 60' from both sides runway 9-27. (4-4)

**WINSTON SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm clsd. (6-22)

NORTH DAKOTA: FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

MADDOCK ARPT: Closed - const. (6-10)

MINOT-RADIO: VOR shut down until approx Aug 1 - modernization.

MINOT-PORT O'MINOT ARPT: Several unmrkd and unlgtd 29' poles erected 1900' NW end of NW/SE rnwy. (9-17) 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy. (1-5)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio Acrobatic--camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.

CANTON-MARTIN ARPT: Closed until Sept. 1, 1956 - const. (4-12)

✱CINCINNATI-RADIO: Delete 338.6 mc for INSACS. (6-18) VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60°-150°, 35 n mi at min en route alt. (1-14) Effect. June 20, radar apch control service unavail. 2400-0800. (6-19) About Aug 13, VOR/DME will be shut down until approx Aug 31 - freq will be changed from 115.6 mc to 115.4 mc. (6-22)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such traffic remains on fld side of this taxiway. After lndg on rnwy use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas - flagged and lgtd. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: About July 23, ILS will be shut down for approx four days. FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' const derrick 1900' off apch and 900' left of centerline rnwy 5L-lgtd. (3-22) Const. of north concourse in progress 800' N from main terminal. (5-17)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only - steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.

COLUMBUS-RADIO: VOR shut down - relctn. INSACS inop. (6-19) VOR will be relctd to Appleton, Ohio at lat 40-09-04, long. 82-35-23. (6-22)

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules -- Take Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules - Take Offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S boundary of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqrd. Due to non-visibility, twr unable to ctl tfc on taxi way from E and N side to W side of hangars. Use unpainted area of contrete for taxiing in line with blacktop on taxistrip. (5-2)

DAYTON-MONTGOMERY COUNTY ARPT: Closed - const. (5-9)

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305°, below 3000'; 306°-295°, below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.

GROVE CITY-REAVER ARPT: F/W rnwy closed. (4-16)

HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld.

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°), 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

MANSFIELD-ARPT-TOWER: About July 2, CAA ctl twr will be cmsnd. Freq: 278 kc. Trans 118.7, 121.5,mc. Rcvs: 3023.5 kc; 118.7, 121.5, 122.5 mc. Trans & rcvs 121.9 mc mobile gnd ctl. Voice call: Mansfield Rdo. Class: C(g). (6-8)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft -wet.

PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton Unicom for wind and field conditions. (4-30)

PUT-IN-BAY ARPT: Caution - blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For field conditions call Port Clinton unicom.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260°, below 3000'; 270°-030°, below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the F/W taxiway NW to the end. Const - deep ditches 300' SE apch end rnwy 14.

** Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

OKLAHOMA: **ANADARKO ARPT: 280' (1926' MSL) lgtd rdo twr erected 19.1 n mi NNW (352° T) at lat 35-22-38, long. 98-16-21. (5-7)

ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BUTTE ARPT: Rnwy 2-20 lgts inop - clsd night air carrier operns only. (5-1)

CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)

**EL RENO ARPT: 200' (1529' MSL) lgtd rdo twr erected 4.1 n mi E (105° T) at lat 35-30-25, long. 97-53-10. (5-7)

GAGE ARPT SITE 13, AMA-MKC: NE/SW runway closed to air carrier and night operns.

OKLAHOMA: **HOBART ARPT: 265' (1760'MSL) lgtd rdo twr erected 6.1 n mi SSE (177°T) at lat 34-53-30, long. 99-02-10. 260' lgtd twr erected 6.0 n mi SSE (167°T) lat 34-53-30, long. 99-02-10. Rnwys 17 and 35 clsd-resurfacing. Caution-men, equip on fld.
**KINGSTON-CANEY CREEK ARPT: Abandoned. (6-7)
McALESTER-RADIO: June 18, VOR shut down until approx August 18. (6-18)
MANGUM-PONDER ARPT: Closed. (3-2)
OKLAHOMA CITY-RADIO: About July 23, VOR will be shut down until Aug 23-modernization.
**OKLAHOMA CITY-WILEY POST ARPT: New 2640' E/W rnwy on S end of fld-usable. N/S, NE/SW and NW/SE and old E/W rnwy perm clsd.
**PAWHUSKA ARPT: 186' (1169'MSL) lgtd twr erected 2.5 n mi E (98°T) at lat 36-40-12, long. 96-18-37. (6-12)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes. (11-30)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take offs to all tactical type acft and all multiple engine acft exceeding 26,000 lbs takeoff weight. Rnwy 3R-21L daylgt hrs only.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
CASCADE-LOCKS-STEVENSON ARPT: Caution-paving of rnwy. (6-8)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad-caution. (8-3)
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.
KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. - max height 45'. Caution-equip crossing rnwys. (5-24)
LAPINE ARPT: Caution-const. (6-8)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-10)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW, or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island usable dist 26 n mi at 3000'.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: Caution- const. (6-8)
PORTLAND INTERNATIONAL ARPT: All inbnd acft equipped with appropriate multi rdo freq shall make initial ctc with Portland Apch Ctl on 118.1 mc regardless of weather.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-NcNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys-hazardous.
TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass areas.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°,35 n mi at 4000'; 330°-055°,26 n mi at 4000'. About Sept 10,VOR/DME will be shut down until approx Sept. 28-modernization.

PENNSYLVANIA: ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
BRISTROL-3M AIRPORT: Caution-const equip on S apch N/S rnwy-hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily Mon-Fri 0800-1700. N bndry- lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CLEARFIELD ARPT: Closed. (2-2)
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229'MSL. Class: BVOR. (4-13)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.
ERIE-PORT ERIE ARPT: Usable length NE/SW rnwy now 5000'. (4-13)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37,5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. Rnwy 14-32 clsd-const off NW end, rnwy avail for SE take off only. (6-8)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
LEWISTOWN ARPT: Caution-strips under const, men, equip on fld. (5-23)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 -flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35-mrkd days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: Rnwy 6-24, 300' E end rnwy 10-28 and taxi strip between rnwys 24 and 28 clsd-const. Rnwy 10 clsd lndgs. 40' unlgtd pole-line 950' W of apch end rnwy 10. (5-14)
PHILIPSBURG-RADIO: About July 16, VOR/DME will be shut down until approx Sept 1 - modification and installation of TACAN. (6-25)
PHILIPSBURG-ALBERT ARPT: Closed. (5-23)
PINE GROVE-RADIO: VOR mobile test unit placed in opern June 19. Freq 108.2 mc. Lctd lat 40-33-19, long. 76-35-50. (6-19)
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. About Sept. 10, VOR/DME will be shut down until approx Oct 19-modernization. (6-22)
PITTSBURGH-ALLEGHENY CO. ARPT-TOWER: ILS and glide slope shut down. (3-7) About June 13, LMM will be cmsnd. Freq: 201kc. Ident: GC. (5-28) FLD: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two- ft trenches lctd 5 to 30 ft from edges and ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consists of green bar lgts across the rnwy at the threshold & 13 red bar lgts spaced at approx 10' intervals along the ex-

PENNSYLVANIA: tended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. (3-28) Lgts are variable in brightness and controlled by the Allegheny twr. Brightness settings are determined by prevailing wea conditions. (4-10)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil aircarrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28. (12-7)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265° at min en route alt.

TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

TOWANDA ARPT: Closed - flooded. (3-8)

WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)

WASHINGTON ARPT: Clsd to transient acft.

**WILLOW GROVE-CAUTION AREA: Effect. immediately Caution Area (C-23) is rescinded.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L Jet acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

★CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths (11-4) About July 9, VOR will be shut down until approx Sept 19. (6-15) Add 263.0 mc to UHF/DF freq. (6-14)

CHARLESTON-AFB MUNICIPAL ARPT: Rnwy 3-21 clsd. Hvy equip and const vcnty intersection rnwys 3-21 and 15-33. (4-9)

FLORENCE-RADIO: VOR radials 220°thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. (4-10) About July 26 LF range will be realigned as follows: NE course from 232° to 192°; SW course from 52° to 12°. (6-5)

GEORGETOWN-COUNTY ARPT: Bcn, obst, and all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH ARPT: N/S rnwy clsd-const. Ctc MYR rdo for lndg conditions.(6-6)

NICHOLS ARPT: Caution - const. (2-24)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.(3-20)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to posibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

**MOBRIDGE ARPT: 198' (2148'MSL) lgtd rdo twr erected 5.5 n mi E (112°T) at lat 45-31-50, long. 100-20-30.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.

SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd-const. (6-5)

WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mi S.

WATERTOWN-RADIO: About July 9, VOR will be shut down until approx Sept. 1 - modernization. (6-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. VOR operg test basis until approx July 3. During this period the following intersections and Victor arwys will be discontd: Benton, Crandall, Whitwell, Chickamauga, Georgetown, Rossville, Murray, and Harris. V-5 Kennesaw intersection to Nashville, V-115 Birmingham to Knoxville, V-51 Kennesaw intersection to Crossville, V-54 Chattanooga to Harris. Aviation Safety advises the following intersections will be temp. redesignated: Georgetown 167° radial of Crossville VOR and NE course of Chattanooga LF rng. Direct flgts from Murphy homer to Chattanooga LF rng to descend to 3000' when passing 170° radial of Crossville VOR. Whitwell redesignated as intersection of NW course of Chattanooga LF rng and 205° radial of Crossville VOR. 4000' minimum alt. Whitwell to Chattanooga LF rng or North Chattanooga homer, due to TV twrs. (6-23)

DYERSBURG ARPT: Rnwy lgts inop. (4-13)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

**KNOXVILLE-ISLAND ARPT: 704'(2049'MSL) lgtd TV twr erected 2.1 n mi NNW (350°T), lat 36-00-20, long. 83-56-20.

**MEMPHIS NAS-SPECIAL NOTICE: Effect July 26, Control Area and Caution Area (C-111) will be rescinded.

MEMPHIS-RADIO: About Aug 27, VOR will be shut down until Sept 27 - modernization.(6-8)

MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control.(8-15)

NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270° 35 n mi at MEA. Soon VOR will be shut down until approx July 20 - modernization. (6-14)

NASHVILLE-BERRY FLD: Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. Temp. 115'lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33.

TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable -severe scalloping. (1-20)

ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

**ALICE MUN ARPT: 200' (390'MSL) lgtd rdo twr erected 8.5 n mi SSW (214°T) at lat 27-38-0 27-38-09, long. 98-05-42. Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium plant on S.F. RR about 30.3 n mi N.

AMARILLO-RADIO: June 25, VOR shut down until approx July 25. During shutdown, Amarillo intersection estab using Lubbock 357° radial and V-12 or V-140 adjacent stn arwy radial. MEA Lubbock to Amarillo intersection via V-81 12,000'MSL. MEA Tucumcari to Amarillo intersection via V-12 12,000'MSL. MEA Amarillo intersection to Dalhart via V-114 12,000'MSL. MEA Amarillo intersection to Gage via V-12 12,000' MSL. MEA Amarillo intersection to Sayre via V-140 12,000'MSL. MEA Amarillo intersection to Childress via V-114 12,000'MSL. (6-25)

★AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) June 11, LOM converted to an MHW; called Tradewind, freq 338 kc; ident: TDW. Lctd at lat 35-10-15, long 101-45-15.

**AMARILLO-TRADEWIND ARPT: 130' (3766'MSL) lgtd water tank erected 4.0 n mi SSW (218°T) at lat 35-08-20, long. 101-51-00. (5-18)

AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. (1-13) Neon apch lgt sys inop. Const SE corner of fld..

BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)

**BAKERSFIELD-LIGON RANCH ARPT: ABANDONED. (6-4)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.

BROWNSVILLE-MAULDIN MUN ARPT: 165' (187'MSL) lgtd temp derrick erected 2.1 n mi WNW (305°T) at lat 25-58-00, long. 97-33-00.

BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.

**CANDELARIA-HOWARD ARPT: Formerly carried Candelaria Arpt. (6-2)

[redacted]: COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.

**COLORADO CITY ARPT: 155' (2295'MSL) lgtd rdo twr erected 1.9 n mi E (108°T) at lat 32-22-45, long. 100-50-20.

CORPUS CHRISTI-RADIO: About Aug 6, VOR will be shut down until Sept 6 - modernization.

**CORPUS CHRISTI-CUDDIHY ARPT: 684' (748'MSL) lgtd TV twr erected 7.2 n mi WNW (294°T) at lat 27-46-46, long. 97-37-31.

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon-Sat except during IFR conditions.

DALLAS-LOVE FLD-TOWER: ASR will issue dist. values in n mi in connection with radar ctl. FLD: All acft must be equipped with functioning 2-way rdo & shall guard the approp. twr freq at all times while in flgt at or above 2000'MSL within 3 mi radius. Formation take-offs not permitted. (6-21)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)

**EDCOUCH-WALKER ARPT: 180' (240'MSL) lgtd rdo twr erected 2.9 n mi ESE (130°T) at lat 26-16-42, long. 97-54-40.

**EDINBURG-CLAY: 200' (272'MSL) lgtd rdo twr erected 14 n mi (15°T) at lat 26-33-00, long. 98-06-30. (5-25)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; light acft no higher than 4500' MSL or 500' above terrain. All 360° overhead approaches will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen available. Traffic make left hand apch to rnwys 26, 22 and 17; right hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. (2-1)

**FALCON-UTAH ARPT: Abandoned. (6-9)

**FALFURRIAS-BROOKS COUNTY ARPT: 200' (330'MSL) lgtd rdo twr erected 5.4 n mi NNW (352°T) at lat 27-17-14, long. 98-07-14.

FT WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)

**FT WORTH-CONN ARPT: Abandoned. (6-4)

FT WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GONZALES ARPT: New fld. Type: P. Lat 29-32, long. 97-28. Lctn: 0.5 NE. Elev: 350'. No. of runways: 1. Longest rnwy & facs: 33-S3. Fuel: Fl. Remarks: Caution - when

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

HARLINGEN-RICHARDS ARPT: 165' (205'MSL) lgtd temp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long. 97-46-45.

**HEREFORD-PAETZOLD ARPT: New fld. Type: P. Lctn: 1 mi SE. Elev: 3808'. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3. (4-28)

HONDO AIR BASE: Inten day and night USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Closed to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Closed all acft nights, Sat, Sun & holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radial 306° unreliable; radials 120°-140° unusable acct scalloping and bends. About July 23, VOR will be shut down until approx Aug 20. (6-22)

HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Saturdays and Sundays. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)

HOUSTON-SAM HOUSTON ARPT: Men and equipment on fld. N/S and E/W rnwys closed. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable. (6-1)

JEFFERSON-CYRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)

[redacted]: KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' E of centerline N/S rnwy, 500' S of N taxiway. (12-16)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

** MARATHON-DUGOUT MOUNTAIN ARPT: Abandoned. (6-7)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs. (1-24)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINEOLA-WISENER ARPT: Rough - use extreme caution. (4-25)

★MINERAL WELLS-RADIO: June 15, VOR/DME flgt-checked. Freq changed to 117.5 mc. Coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

PALACIOS-RADIO: May 15, VOR shut down until approx July 17. (5-15)

PERRYTON ARPT: Bndry and bcn lgts inop. (4-26)

PORT ISABEL ARPT: Unsafe-under const. (6-22)

QUITMAN-RADIO: VOR shut down.

**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried Rio Grande Arpt). Type: P. Lngst rnwy & facs: 23-S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice.

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. April 19, VOR shut down until approx July 16 - modernization. Concurrent with shut down, Salt Flat int estab using El Paso 080° radial and V-94 adj stn airway radial. MEA El Paso to Salt Flat int via V-16 10,800'MSL. Salt Flat int to Gore Int via V-16 14,000'MSL. Gore Int to Wink published MEA. (6-21)

SAN ANGELO-MATHIS ARPT-TOWER: Effective July 1, CAA twr will be cmsnd. Freq: 272 kc. Trans: 118.3, 257.8, 243.0 mc. Rcvs: 3023.5 kc; 122.5, 118.3, 257.8, 243.0 mc. Trans & rcvs 121.9 mc mobile gnd tfc. Class: AC(g). (6-6)

SAN MARCOS ARPT: Closed - construction. (4-9)

**SANTA ELENA-DIAMOND O RANCH AIRSTRIP: Elev: 420. (6-7)

**SANTA ELENA-HUMBLE KELSEY FLD: Elevation: 250'. (6-6)

**SNYDER-WINSTON ARPT: 150' (2573'MSL) lgtd twr erected 11.5 n mi ESE (121°T) at lat 32-37-27, long. 100-45-37. 300' (3058'MSL) lgtd rdo twr erected 13.5 n mi NW (328°T) at lat 32-53-36, long. 101-06-35. (5-31)

**SPOFFORD-JAMESON RANCH ARPT: Formerly carried Spofford, Flying X Ranch Arpt).

**SUDAN MUN ARPT: Abandoned. (6-11)

SULPHUR SPRINGS-RADIO: About June 25, VOR will be shut down until approx Aug 27. During shutdown, MEA Texarkana to Dallas via V-16 will be 3800'. (6-18)

**TERLINGUA-MENCHIN RANCH ARPT: Abandoned. (6-19)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

★TRADEWIND-RADIO: June 11, H fac cmsnd. Freq.: 338 kc. Ident: TDW. Lctd: Lat 35-10-15, long. 101-45-15. Class: MHW. (6-11)

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution.

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WICHITA FALLS-SHEPPARD AFB: 330' NW end rnwy 13-30 usable for lgt acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only. (8-4)

[redacted]: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

FAIRFIELD-RADIO: About July 6, LF rng will be perm decmsnd. (6-7)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at minimum IFR terrain clearance altitude 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

UTAH: MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'. June 1, VOR shut down until approx Aug 4.- modernization. During this period, the following arwys will not be usable: V-6 Lucin to Fort Bridger; V-6N Ogden to Fort Bridger; V-101 Burley to Ogden. The MEA on V-21 from Malad City to Salt Lake City will be 11,000'. (6-1)

**PRICE-CARBON COUNTY ARPT: Unicom. (6-12)

SALT LAKE CITY-RADIO: VOR shut down until approx June 25. The following arwys will not be usable during shut down: V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger.

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311 Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution-500' extn S end rnwy 35 under const, men, equip on fld.

BRISTOL ARPT: E/W rnwy clsd-obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.

VIRGINIA: SPECIAL NOTICE: On or about June 26, 1956, obstn lgts and mrkgs on the MRL antenna poles at Blackstone, Norfolk and Tappahannock will be perm discontd. (5-8)

BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. (12-28)

CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS discontd-Martinsburg, W.Va. will control VOR and LF rngs. Auto wea trans entered on Service A. (5-23)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. Soon, VOR/DME will be shut down until approx August 3. (4-13)

LEESBURG ARPT: New 3500' E/W strip closed-old strip lying parallel and S will be available-2200'. (3-14)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men, equip adj all rnwys and taxiways-caution.

WILLIAMSBURG-COLLEGE ARPT: Caution-NE/SW rnwy under const. Men, equip on rnwy all hours.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-line across coves in Puget Sound area & lakes.

WASHINGTON: BELLEVUE ARPT: 40' power crane working S end of rnwy in apch zone.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.

DEER PARK ARPT: E/W rnwy closed on alternate Sundays - drag races. (4-9)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hours. (2-23)

**FORT LEWIS-CONTROLLED FIRING AREA: Effect. July 26, the following Controlled Firing Area will be established: Name: Fort Lewis, Wash. Description: From a point of Northern Pacific RR at lat 47-05-22, long. 122-30-15; easterly to a highway at lat 47-05-22, long. 122-26-00; southeasterly along this highway to lat 47-01-20, long. 122-22-00; southwesterly to lat 46-59-40, long. 122-26-00; westerly to lat 46-59-40, long.122-30-00; northwesterly to lat 47-00-50, long. 122-32-10; thence northerly along the eastern edge of R-503 and R-504 to point of beginning at lat 47-05-22, long. 122-30-15. Time of Use: Daylgt hrs only. Activities Conducted: Artillery firing, intermittent air/ground firing and aerial bombing in support of ground troops. Controlling Agency: CG, Fort Lewis, Wash.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)

MT. CATHERINE BCN SITE #4, SEA-HLN: Bcn inop.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.

PULLMAN-MOSCOW ARPT: Closed to ngt operns.

SEATTLE-RADIO: About June 25, VOR will be shut down until approx July 13.

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'. (3-15)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat W of fld at 1500'-use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr-caution.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 7-25 and 11-29 clsd. Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be clsd to all 4 eng acft. (5-4)

SHELTON-RADIO: Soon, Z marker associated with H facility will be changed to low powered FM. Class: HW. (6-8)

SPOKANE-RADIO: DME and VOR coverage 36° - 152°, 43 nautical miles at 7000'; 153° - 224°, 43 nautical miles at 5000'; 225° - 264° , 43 nautical miles at 6000'; 265° - 35° , 43 nautical miles at 8000'. (6-17)

**SPOKANE-CAUTION AREA: Effective July 20, 1956, Caution Area (C-249) will be rescinded.

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on training status only. (3-81)

SPOKANE-FELTS FLD: Light aircraft use rectangular traffic pattern and marked area south of runway. Equipment on field.

WASHINGTON: SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. Effect. May 7, request all VFR tfc arriving Geiger Arpt. or utilizing apch facilities to Geiger for practice purposes make initial rdo contact with Spokane apch control on appropriate apch ctl freq in lieu of contacting Geiger twr. Contact Geiger twr lcl ctl freq approx 5 miles from airport unless instructed otherwise. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21.

TACOMA ARPT: Rnwys being repaired. Caution - Land according to wind tee between rnwys.

TACOMA-BARRY'S SKYHARBOR ARPT: Closed.

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° rads at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths.

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195° 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.

ELKINS MUNICIPAL ARPT: Runway lights 4-22 inoperative.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7). Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Construction under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn marked.

MORGANTOWN-RADIO; LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of runway.

WISCONSIN: GREEN BAY-RADIO: VOR shut down until approx Aug 1 - modernization.

LA-CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn.

LONE ROCK-RADIO: About July 9, VOR will be shut down until approx Sept. 1 - modernization.

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares nights.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. (1-9) Parking fac limited-itinerant military acft on unofficial bus. may find parking fac unavailable. (5-14)

MILWAUKEE-MAITLAND FLD: Closed all operations.

**STOUGHTON-NELSON ARPT: ABANDONED.

WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29) Rnwy 12-30 closed. Aircraft to be parked on runway.

CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

JACKSON ARPT: E/W rnwy closed-fence const across rnwy just W of N/S rnwy. Small aircraft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy.

KEMMERER ARPT: Caution - all rnwys open to traffic. Rnwys recently re-seeded and little soft.

LARAMIE-RADIO: DME coverage 155, -225°, 35 n mi at 15,000'; 225, -300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaces and available. Remainder airport closed.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

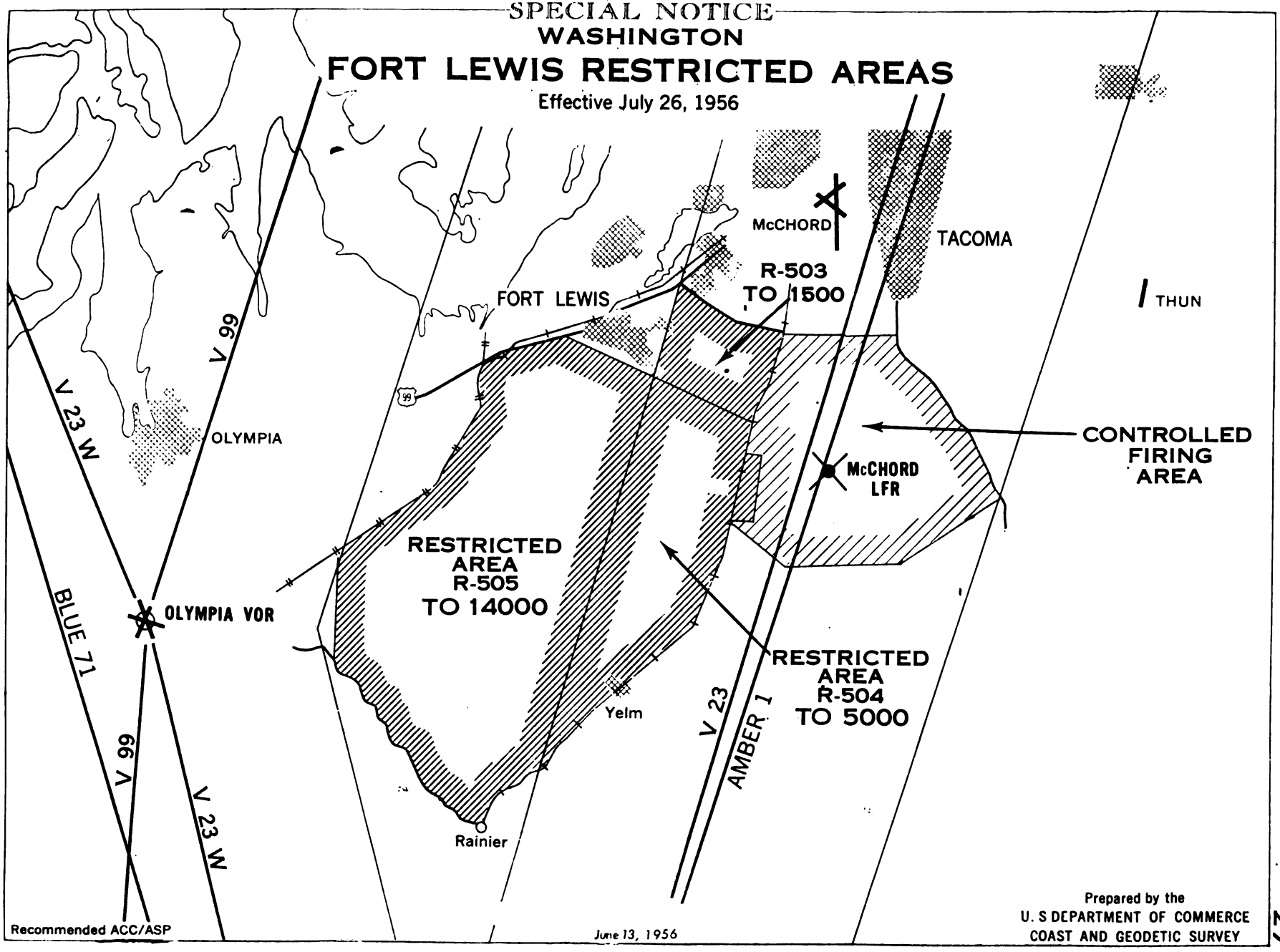
ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF range.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd-marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on field. Use extreme caution.

PUERTO RICO: SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower. Caution.


SPECIAL NOTICE
WASHINGTON
FORT LEWIS RESTRICTED AREAS
Effective July 26, 1956
McCHORD
TACOMA
R-503
TO 1500
FORT LEWIS
THUN
V 99
V 23 W
OLYMPIA
CONTROLLED
FIRING
AREA
McCHORD
LFR
RESTRICTED
AREA
R-505
TO 14000
OLYMPIA VOR
BLUE 71
RESTRICTED
AREA
R-504
TO 5000
Yelm
V 23
AMBER 1
Rainier
Recommended ACC/ASP
June 13, 1956
Prepared by the
U. S DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

(26 June 1956)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CASPER, WYO. Natrona County Arpt. 5348 SBRAZ-DTV CPR Procedure Number 1 Amendment Number 6 Effect: 28 June 1956 Supersedes Amdt. No. 5 dated 27 January 1953 Major Changes: Change missed approach procedure and add alternate; reduce straight-in minimums two-engine-more than 65 knots.	Parkertown FM (Final)	256 13.2	6500	N side E crs. 076 - outbnd 256 - inbnd 7000 within 10 mi.	6500	256 6.6	T-dn	300-1	300-1	200-0.5	Within 6.6 miles climb to 7500' on West course LFR or ILS within 20 miles of LFR. Alternate Missed Approach: When directed by ATC turn right, climb to 7500' on North course LFR within 20 miles. *Straight-in minimums less than 500-2 authorized only when LMM operating and utilized. Note: 5900' terrain 5 miles South, Southwest and West of airport.
							C-dn	500-2	500-2	500-2	
	CPR VOR	170 10.9	7000				*S-d Rnwy 25	400-1	400-1	500-1.5	
							*S-n Rnwy 25	400-1.5	400-1.5	500-2	
							A-dn	800-2	800-2	800-2	
CORPUS CHRISTI, TEXAS Cliff Maus Arpt. 42 Procedure Number 1 Amendment Number 11 SBMRLZ-CRP Effect: 28 July 1956 Supersedes Amdt. No. 10, dated 12 March 1955. Major Changes: Missed approach altitude raised.	Odem FM (Final)	139 10.2	800	W side NW crs. 319 - outbnd 139 - inbnd 1400 within 10 mi.	800	136 2.5	T-dn	300-1	300-1	200-0.5	Within 2.5 miles turn right and climb to 1700' on Southwest (231°) course within 20 miles. Air Carrier Note: Authorization for local visibility reduction and sliding scale not applicable for night landings.
							C-d	400-1	500-1	500-1.5	
	Corpus Christi BVOR	183 6.1	1300				C-n	400-1.5	500-1.5	500-1.5	
							S-d	400-1	400-1	400-1	
							S-n 12	400-1.5	400-1.5	400-1.5	
							A-dn	800-2	800-2	800-2	
OKLAHOMA CITY, OKLA. Will Rogers Fld. 1283 SBRAZ-OKC Procedure Number 1 Amendment Number 7 Effect: 28 July 1956 Supersedes Amdt. No. 6, dated 24 September 1955. Major Changes: Revise altitude cols. 4, 5, &6.	Mustang FM (Final)	075 7.0	2000	S side crs. 255 - outbnd 075 - inbnd 2500 within 10 mi.	2000	078 1.4	T-dn *	300-1	300-1	200-0.5	Within 1.4 miles climb to 2700' on East course of OKC LFR within 20 miles. *300-1 required for take-off runways 8-26.
							C-dn	400-1	500-1	500-1.5	
	Bethany Intsxn.	180 6.7	2500				A-dn	800-2	800-2	800-2	
	Oklahoma City VOR	102 6.9	2500								
	Radar transition altitudes within 20 nautical miles of Will Rogers Field: 0- - - 90 3800; 90- - - 180 2700; 180- - -360 2800										

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CORPUS CHRISTI, TEXAS Cliff Maus Arpt. 42 BVOR-CRP Procedure Number 1 Amendment Number 3 Effect: 28 July 1956 Supersedes Amdt. No. 2 dtd 12 March 1956. Major Changes: Revise missed approach altitude.	Corpus Christi LFR	003 6.1	1300	W side crs. 349 - outbnd 169 - inbnd 1400 within 10 mi.	900	169 7.8	T-dn	300-1	300-1	200-0.5	Within 7.8 miles turn right, climb to 1700' on radial 229° within 20 miles. CAUTION: 360' Antenna 2.1 miles NE of airport. Air Carrier Note: Authorization for local visibility reduction and sliding scale not applicable for night landings.
							C-d	700-1	700-1	700-2	
							C-n	700-1.5	700-1.5	700-2	
							A-dn	800-2	800-2	800-2	
MASON CITY, IOWA Mason City Arpt. 1216 BVOR-MCW Procedure Number 1 Amendment Number 4 Effect. date: 28 July 1956 Supersedes Amdt. No. 3 dated 5 May 1954. Major Changes: 1. Transition deleted from Mason City"H". 2. New form on conversion to knots. 3. Cols. 5 & 7 courses and distances revised. 4. Col. 12 revised.				E side of crs. 176 - outbnd 356 - inbnd 2200 within 10 mi.	1700	356 3.4	T-dn	300-1	300-1	200-0.5	Within 3.4 miles, climb to 2800' on 353° radial outbound within 20 miles. CAUTION: Tower 1453' MSL 3.1 miles East of airport. Tower 1580' MSL 4.5 miles West of airport. Tower 1755'MSL 12.5 miles NNE.
							C-dn	400-1	500-1	500-1.5	
							S-dn 35	400-1	400-1	400-1	
							A-dn	800-2	800-2	800-2	
WALNUT RIDGE, ARK. Municipal Arpt. 275 BVOR-DTV ARG Procedure Number 1 Amendment Number 2 Effect: 28 July 1956 Supersedes Amdt. No. 1 dated 2 April 1955. Major Changes: Delete straight-in minima.				S side of crs. 238 - outbnd 058 - inbnd 1500 within 10 mi.	1000	058 1.1	T-dn	300-1	300-1	200-0.5	Within 1.1 mile, climb to 1500' on radial 058° within 20 miles.
							C-dn	400-1	500-1	500-1.5	
							A-dn	800-2	800-2	800-2	

(26 June 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VOR/DME INSTRUMENT APPROACH PROCEDURES

If a VOR/DME instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION TO FACILITY OR TRANSITION TO DME ORBIT				PROCEDURE TURN · · · · · SIDE OF APPROACH RADIAL · · · · ALTITUDE · · · LIMITING DISTANCES	MINIMUM ALTITUDE ON APPROACH RADIAL				PROCEDURE NO. · · · · · DIRECT OR RIGHT OR LEFT TURN TO FINAL APPROACH ORBIT RWY NO	MINIMUM ALTITUDE ON FINAL APPROACH ORBIT			CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED LANDING MINIMUMS AT FIX SPECIFIED OR IF LANDING NOT ACCOMPLISHED · · · · ·
FROM MI.	TO MI.	RADIAL	MIN. ALT.		FROM MI.	TO MI.	RADIAL	MIN. ALT.		FROM RADIAL	TO RADIAL	MIN. ALT.	CONDITION	TWO ENGINE OR LESS: 65 KNOTS OR LESS	TWO ENGINE OR LESS: MORE THAN 65 KNOTS	MORE THAN TWO ENGINE: MORE THAN 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
OKLAHOMA CITY, OKLAHOMA - WILL ROGERS FIELD - Elevation - 1283 - RVOR-DME - Ident: OKC - Amendment Number 2, Effect: 28 July 1956. Supersedes Amdt. No. 1, dated 12 November 1955.																	
DME not required for Procedure Number 1.				S side 277 2500 within 10 miles.	10.0 0.0	0.0 8.1	277 097	2000 1800 Final	Proc. #1 direct to arpt runway 12				T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	*200-0.5 500-1.5 500-1 800-2	Within 8.1 miles climb to 2700' on radial 97° within 20 miles.
					20.0 15.0	15.0 3.9	100 100	2700 1700 Final	Proc. #2 back crs. to runway 30				T-dn C-dn S-dn 30 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	Within 8.9 miles climb to 3100' on North crs. of OKC ILS (350° outbnd) within 20 miles.
				S side 277 2500 within 10 miles	10.0 0.0	0.0 8.6	277 068	2000 1900	Proc. #3 Right 8.6 runway 17	068	096	1700	T-dn C-dn S-dn 17 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	After passing radial 096° turn left, climb to 2700' on radial 097° within 20 miles.
				S side 277 2500 within 10 miles	10.0 0.0	0.0 8.7	277 068	2000 1900	Proc. #4 Right 8.7 runway 21	068	096	1700	T-dn C-dn S-dn 21 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	After passing radial 096°, turn right, climb to 3100' on North crs. OKC ILS (350° outbnd) within 20 miles.
				S side 277 2500 within 10 miles	10.0 0.0	0.0 8.3	277 133	2000 1900	Proc. #5 Left 8.3 runway 3	133	101	1800	T-dn C-dn S-dn 03 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	*200-0.5 500-1.5 500-1 800-2	After passing radial 101° turn right, climb to 2700' on radial 097° within 20 miles.
				S side 277 2500 within 10 mi.	10.0 0.0	0.0 9.0	277 133	2000 1900	Proc. # 6 Left 9.0 rnwy 35	133	103	1800	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	*200-0.5 500-1.5 500-1 800-2	After passing radial 103 climb to 3100' on North crs. of OKC ILS (350° outbnd) within 20 miles.
10.0	8.6	068	1900						Proc. #7 Left 8.6 runway 17	068	096	1700	T-dn C-dn S-dn 17 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	After passing radial 096°, turn left, climb to 2700' on radial 097° within 20 miles.
10.0	8.7	068	1900						Proc. #8 Left 8.7 runway 21	068	096	1700	T-dn C-dn S-dn 21 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	After passing radial 096°, turn left, climb to 2700' on radial 097° within 20 miles.
10.0	9.0	133	1900						Proc. #9 Right 9.0 runway 35	133	103	1800	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	*200-0.5 500-1.5 400-1 800-2	After passing radial 103°, climb to 3100' on North crs. of OKC ILS (350° outbnd) within 20 miles.
10.0	8.3	133	1900						Proc. # 10 Right 8.3 runway 3	133	101	1800	T-dn C-dn S-dn 03 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	*200-0.5 500-1.5 500-1 800-2	After passing radial 101°, turn right, climb to 2700' on radial 097° within 20 miles. *300-1 required on runways 8-26. Major Changes: Revise altitudes columns 9 & 13 Revise minima columns 15, 16 & 17.

NOTE: When authorized by ATC, DME may be used within 10 nautical miles at 2400 feet orbiting altitude to position aircraft for a final approach, with the elimination of a procedure turn.

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BILLINGS, MONTANA Municipal Arpt. 3612 LOM-BI Procedure Number 1 Amendment Number 1 Effect: 4 August 1956 Supersedes Original dated 3 March 1956. Major Changes: Reduce straight-in minimums and DC-3 circling minimums.	BIL-VOR	329 1.7	5200	S side of crs. 275 - outbnd 095 - inbnd 5200 within 10 mi. (NA beyond 10 mi.)	4700	095 4.1	T-dn C-dn S-dn Rnwy 9 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	*200-0.5 500-1.5 400-1 800-2	Within 4.1 miles climb to 5000' on East course BIL-LFR within 20 miles. *300-1 required for take-off on all runways except #9-27. CAUTION: Standard clearance over obstruction not provided on final approach/terrain 3805'MSL at BIL-VOR).
	BIL-LFR	267 6.0	5200								
	Park City FM	057 12.8	5200								
	Lavina FM	154 30.0	6000								
HYANNIS, MASSACHUSETTS Barnstable Arpt. 56 MHW HYA Procedure Number 1 Amendment Number 7 Effect. date: 4 August 1956 Supersedes Amdt. No. 6 dated 17 September 1955. Major Changes: Minimums added for aircraft with more than two engines; distances indicated in nautical miles.				E side of crs. * 065 - outbnd 245 - inbnd 1500 within 10 mi. (NA beyond 10 mi.) *Non-standard procedure turn to the East to avoid Otis AFB traffic.	809	245 2.8	T-dn C-dn S-dn 24 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Within 2.8 miles, make an immediate left climbing turn return to Hyannis MHW at 1300'. Facility must be monitored aurally during this procedure.

UTICA, N.Y. - Oneida County Arpt. - Procedure Number 1 - Correct AIRGI, Vol. 11, #6 dated 29 May 1956 as follows: Change "UCA" to read "UTI MHW" in columns 1, 2 and 5.

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.), ALTITUDES, LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
ALLENTOWN, PA. Allentown-Bethlehem-Easton Arpt. 391 ILS-ABL LOM-AB Comb. ILS/ADF Procedure Number 1 Amendment Number 3 Effect. date: 4 August 1956. Supersedes Amdt. No. 2 dated 26 February 1955. Major Changes: Revises initial approach, procedure turn and final approach altitudes.	Allentown LFR	LOM	227 8.7	2400	N side SW crs. 240 - outbnd 060 - inbnd 2400 within 10 mi. of LOM (Procedure turn conducted North for better signal coverage).	ILS 2400 ADF 1900 over LOM	2330 6.2	600 0.6	T-dn C-dn ILS ADF S-dn 6 ILS* ADF A-dn ILS ADF	300-1 500-1 700-1 300-0.75 700-1 600-2 800-2	300-1 500-1 700-1 300-0.75 700-1 600-2 800-2	200-0.5 500-1.5 700-1.5 300-0.75 700-1 600-2 800-2	Within 6.2 miles after passing LOM(ADF).....climb to 3000' on NE crs. of ILS within 10 mi. of LOM. *500-1 required with glide path inoperative. #Intsxn. radial 007° Westchester VOR & SW crs. ILS or bearing 060° to LOM.
	Allentown VOR	LOM 9.6	216 9.6	2400									
	Slatington Intsxn. or FM	LOM	151 9.9	2400									
	Int. N crs. Phila. LFR & NW crs. N Phila. LFR	LOM	321 7.3	2500									
	Intsxn E crs. Allentown LFR & ILS NE crs. or bearing 241° to LOM	LOM	240 9.6	2400									
	Topton Intsxn #	LOM Final	060 8.7	2400 ILS 1900 ADF									
BOSTON, MASS. Logan Arpt. 19 ILS-I-BOS LOM-BO Comb. ILS/ADF Procedure Number 1 Effect. date: 4 August 1956 Amendment No. 6 Supersedes Amdt. No. 5 dated 28 January 1956. Major Changes: Transition revised to permit "final" approach.	Boston LFR	LOM	217 7.6	1800	S side SW crs. 215 - outbnd 035 - inbnd 1800 within 10 mi.	ILS 1800 ADF 1300 over LOM	1775 5.0	270 0.2	T-dn C-dn ILS ADF S-dn ILS 4R ADF 4R, L A-dn ILS ADF	300-1 *500-1 600-1 **200-0.5 600-1 600-2 800-2	300-1 600-1 600-1 **200-0.5 600-1 600-2 800-2	200-0.5 600-1.5 600-1.5 **200-0.5 600-1 600-2 800-2	5.0 Miles after passing LOM(ADF) climb to 1300' on NE crs. ILS or crs. 035° from LOM within 15 miles or(when directed by ATC) make a climbing right turn to 1500' on E crs. Boston LFR. **400-0.75 required with glide slope inoperative. *600-1 required when circling W of the airport. #"Final" authorized after interception of final approach course inbnd.
	East Boston Intsxn.	LOM	267 16.8	1500									
	#Franklin Intsxn.	ILS SW crs. or bearing 035° to LOM	085 12.4	1800 ILS & ADF									
	Bedford MHW	LOM	144 19.5	1700									
	Radar terminal area transitions		Within 25 mi.	1800									
	All fixes may be determined and supplemented by surveillance radar.					CAUTION: ILS point of touchdown approximately 3500' in from approach end of runway pavement to allow clearance of ship channel. Circling and straight-in ADF minimums do not provide standard clearance over 370' stack SW of airport.							
JACKSONVILLE, FLA. Imeson Arpt. 52 ILS - IJAX LOM-JA Comb. ILS/ADF Procedure Number 1 Amendment Number 13 Effect: 28 June 1956 Supersedes Amdt. No. 12, dated 26 May 1956. Major Changes: Add transition and raise transition and procedure turn altitudes. Revise caution note and radar transition procedure.	Carl's Intersection	LMM	224 5.2	1200	N side SW crs. 224 - outbnd 044 - inbnd 2000 within 4.3 mi. of LOM. (Beyond 4.3 mi. NA).	ILS 1200 ADF 800 over LOM #	1170 4.0	220 0.6	T-dn C-dn S-dn 5 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	4.0 Miles after passing LOM(ADF) climb to 1200' on course of 044° within 20 miles. When directed by ATC, climb to 1300' on radial 090° within 20 miles. 400-0.75 required when glide slope not used. Procedure turn non-standard and limited 4.3 miles due Restricted Area. # Caution: 995'MSL tower 4.3 miles SE of LOM.
	JAX LFR	LMM	252 3.0	1200									
	JAX VOR	LMM	241 5.2	1200									
	Bryceville Intsxn. (LF)	LMM	095 13.4	1200									
	Bryceville Intsxn (VHF)	LMM	102 15.0	1200									
	Sunbeam Intsxn (LF)	LMM	324 12.8	2000									
	Sunbeam Intsxn (VHF)	LMM	320 13.4	2000									
	Blue Jacket Intsxn.	LMM	328 12.2	2000									
	Callahan Intsxn.	LMM	160 7.8	1200									
						Radar Terminal Area transition altitude 1500' within 25 nautical miles except 2000' required when within 3.0 miles of 995' tower 4.3 miles SE of LOM Radar Control must provide 3 mile separation from Restricted Area 161.							
LITTLE ROCK, ARK. Adams Field 257 ILS-ILIT LOM-LI Comb. ILS/ADF Procedure Number 1 Amendment Number 1 Effect. date: 4 July 1956 Supersedes Amdt. Original, dated 16 July 1955. Major Changes: Revise procedure turn. Delete transition from North Little Rock. Adds final from Mablevale. Revise statute to nautical miles.	Little Rock LFR	LOM	253 6.0	1800	N side SW crs. 220 - outbnd 040 - inbnd 1800 within 10 mi.	ILS 1800 ADF 1300 over LOM 900 over LMM ℄	1784 4.6	496 0.6	T-dn C-dn S-dn 4 ILS ADF A-dn ILS ADF	300-1 500-1 300-0.75 500-1 600-2 800-2	300-1 600-1 300-0.75 500-1 600-2 800-2	200-0.5 600-1.5 300-0.75 500-1 600-2 800-2	Climb to 1800' on NE crs. of ILS or within 4.6 miles of LOM(ADF) climb to 1800' on crs. of 040° within 20 miles. No Approach Lights. 300-1 required for take-off runways 18-36-32. ℄Descent below 900' NA unless MM or LMM received. 500-1 required when G/S not used. Procedure turn non-standard due ATC.
	Little Rock VOR	LOM	257 6.0	1800									
	Lakeside Intsxn.	LOM	353 5.0	1800									
	City Intsxn.	LOM	160 5.0	1800									
	Mablevale Intsxn. (Final)	LOM	040 3.5	ILS 1800 ADF 1300									
PROVIDENCE, R.I. Green Arpt. 56 ILS PVD LOM PV Comb. ILS/ADF Procedure Number 1 Amendment Number 2 Effect. date: 4 August 1956. Supersedes Amdt. No. 1 dated 1 April 1954. Major Changes: Transitions revised to permit final approaches.	Providence LFR	LOM	218 2.6	1600	W side SW crs. 226 - outbnd 046 - inbnd 1600 within 10 mi. (NA beyond 10 mi.)	1600 ILS 1100 ADF over LOM	1610 5.4	240 0.5	T-dn C-dn ILS ADF S-dn 5R ILS ADF A-dn ILS ADF	300-1 **400-1 500-1 ** **300-0.75 500-1 600-2 800-2	300-1 500-1 500-1 ** 300-0.75 500-1 600-2 800-2	200-0.5 500-1.5 500-1.5 ** '300-0.75 500-1 600-2 800-2	Within 5.4 miles ADF, climb to 1000' on crs. 046° then make a climbing right turn and return to Providence LFR at 1700'. Alternate missed approach (when directed by ATC), climb to 2700' on SW crs. Squantum LFR Procedure turn is conducted W to provide separation from traffic at Quonset Point NAS. **500-1 required with glide slope inoperative.
	Wyoming Intsxn.	ILS SW crs.	086 1.0	1600*									
	Moosup Intsxn.	LOM	115 16.3	1600									
	Wyoming FM	LOM	046 7.4	1600* ILS									
	Lafayette Intsxn.	LOM	046 6.7	1600* ILS									
	Lafayette Intsxn. (Final)	LOM	046 6.7	1100 ADF									
	Wyoming FM (Final)	LOM	046 7.4	1100 ADF									
						*After interception of localizer course inbound, final approach on glide slope is authorized.							
SANTA BARBARA, CALIF. Municipal Arpt. 14 ILS-SBA Procedure Number 1 Amendment Number 3 Effect: 4 August 1956 Supersedes Amdt. No. 2 dated 23 July 1955. Major Changes: Delete approach from El Capitan FM; revise procedure turn distance; revise caution notes; raise 4-engine take-off minimum runway 7.	SBA LFR	ILS W crs.	253 0.0	4000	S side W crs. 253 - outbnd 073 - inbnd *2000 within 8 mi. of SBA LFR.	*2000 (7 mi. W of LFR)	No outer marker El Capitan FM 2674 10.0 Santa Barbara 500' 1.7	195 0.5	T-dn C-dn S-dn Rnwy 7 A-dn	300-1 700-2 300-0.75 800-2	300-1 700-2 300-0.75 800-2	#300-0.75 700-2 300-0.75 800-2	Climb straight ahead to 800', make climbing right turn and climb to 4000' on track of 165° from SBA LMM within 15 mi. or on South course of SBA LFR within 15 mi. *CAUTION: Procedure does not meet standard obstruction clearance requirements for procedure turn and final approach; 1500' terrain within 3.5 miles North of localizer course; 3000' terrain 5 **
	SBA VOR	LMM	205 6.7	5000									
									**miles North of LMM; 334' radio antenna 0.9 mi. ESE airport; all maneuvering must be accomplished on South side of localizer course. #300-1 required on runways 3 L/R, 7 and 33 L/R.				

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (26 June 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT.	PROCEDURE TURN (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
TULSA, OKLAHOMA Municipal Arpt. 674 ILS-ITUL LOM-TU Procedure Number 1 Amendment Number 4 Effect: 28 July 1956. Comb. ILS/ADF Supersedes Amdt. No. 3 dated 14 May 1955. Major Changes: Delete Air Carrier Notes.	Intsxn SE course LFR & 250 bearing to LOM	LOM	250 10.2	2100	E side S crs. 174 - outbnd 354 - inbnd 2400 within 10 mi. (Beyond 10 mi. NA)	ILS 2400 ADF 1900 over LOM	2350 5.3	880 0.6	T-dn C-dn S-dn 35R ILS ADF A-dn ILS ADF	300-1 400-1 *200-0.5 400-1 600-2 800-2	300-1 500-1 *200-0.5 400-1 600-2 800-2	♦200-0.5 500-1.5 *200-0.5 400-1 600-2 800-2	Climb to 1900' on North course ILS within 20 mi. 5.3 miles after passing LOM(ADF), climb to 1900' on course of 354° within 20 miles. CAUTION: 1100' Tower 2.0 miles NW of LOM. NOTES: *400-0.75 required when glide slope not utilized. ♦300-1 required on Runways 3L, 21R, 17R, 35L.
	TUL VOR	OM	165 11.1	2200									
	TUL LFR	LOM	182 7.2	2200									
	Red Fork FM	LOM	073 7.6	2400									
	Skiatook FM	LOM	140 20.0	2400									
	Verdigris River FM	LOM	209 14.2	2200									
WASHINGTON, D. C. National Arpt. 16 ILS DCA Procedure Number 1 Amendment Number 8 Effect. date: 4 August 1956. Supersedes Amdt. No. 7 dated 29 October 1955. Major Changes: Transitions revised to permit straight-in approach.	Andrews LFR	OM	305 8.7	1500	W side * S crs. 183 - outbnd 003 - inbnd 1400 within 10 mi of OM. *Procedure turn West to avoid Andrews AFB traffic.	1400	1360 4.6	205 0.5	T-dn C-dn S-dn 36 A-dn	300-1 600-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	♦200-0.5 600-1.5 200-0.5 600-2	If contact not established at LMM., make climbing turn to left as soon as practicable and climb to 1800' (or higher altitude if directed by ATC) on NW crs. DCA LFR to Herndon Intsxn. Caution: Circling minimums do not provide standard clearance over 596' monument 1.2 mi N of airport, minimums with glide slope inoperative do not provide standard clearance over 193' stacks 1.3 mi. S of airport. AIR CARRIER NOTES: No sliding scale or reduction in visibility authorized for take-off on runways 9 and 27.
	Springfield MHW	OM	103 10.1	1500					♦300-1 required for take-off on runways 9 and 27.				
	Radar terminal area transition altitudes	OM	E, W and S quad of DCA LFR	1500 within 25 mi.									
			N quadrant	1800 within 25 mi.									
			All quads (exclusive of restricted areas)	2500 within 40 mi.									
	Andrews LFR	ILS S crs.	273 7.0	1500 **									
	Mt. Vernon Intsxn.	ILS S crs.	050 2.5	1500 **									
					**After interception of localizer course inbound, descent on glide slope to cross outer marker at 1360' on final is authorized.								

UTICA, N. Y. - Oneida County Arpt. - Procedure Number 1 - Correct AIRGI, Vol. 11, #6 dated 29 May 1956 Column 1 - Change "UCA" to read "UTI" for MHW facility.

YOUNGSTOWN, OHIO Youngstown Arpt. 1196 ILS YNG LOM YN Comb. ILS/ADF Hubbard MH-HBD Procedure Number 1 Amendment Number 4 Effect. date: 4 August 1956. Supersedes Amdt. No. 3 dated 23 April 1955 Major Changes: Straight in landing minimums revised.	Intsxn YNG rad 235 & 099 bearing to Hubbard MH	Hubbard MH	099 17.6	2600	N side SE crs. 139 - outbnd 319 - inbnd 2600 within 10 mi. of Hubbard MH	ILS 2600 ADF 2600 over Hubbard MH	2630 4.9	1385 0.61	T-dn C-dn S-dn 32 *ILS ADF A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Within 4.9 miles after passing LOM(ADF)...climb to 2500' on NW crs. ILS or on brng. 319° from LOM make right turn and proceed to Youngstown LFR. *Approach light installation incomplete.
	Intsxn E crs. YNG LFR or YNG rad. 105 & 229 bearing to Hubbard MH	Hubbard MH	229 11.2	2600									
	Columbiana Intsxn.	Hubbard MH	022 20.0	3000									
	Hubbard MH (Final)	LOM	319 3.9	2600 ILS 2100 ADF									
	Palestine Intsxn.	Hubbard MH	005 20.0	3000									
	Canfield Intsxn.	Hubbard MH	070 11.3	3000									
	Youngstown VOR	Hubbard MH	153 12.5	2600									
	Youngstown LFR	Hubbard MH	153 11.5	2600									

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT.	PROCEDURE TURN (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN ALT (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
SAN FRANCISCO, CALIF International Arpt. 11 TVOR SFO TVOR-19 L/R Amendment Number 1 Effect. 28 June 1956 Supersedes Original dated 9 June 1956 Major Changes: Change name of Newark FM/HW to Fremont FM/HW; correct distances col. 3.	Stinson Beach Intsxn.	105 17.7	2500	E side 011 - outbnd 191 - inbnd or Teardrop type 036 - outbnd 191 - inbnd 1000 within 5 mi. Beyond 5 mi. (North of VSF 301 rad NA)	500	191 Final approach course parallel and between rnwys 19 L/R	T-dn C-dn S-dn A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	*200-0.5 600-1.5 500-1 800-2	Immediate left climbing turn to 2000' on 101° radial from SFO TVOR within 10 miles. Circling minimums do not provide standard clearance West and Southwest of airport. This approach predicated on radar monitoring. *300-1 required for take-off runway 19 L/R.
	Half Moon Bay Intsxn.	018 10.0	3000								
	Richmond VHF Intsxn.	161 18.5	2500								
	VSF VOR	288 22.9	2500								
	Fremont VM/HW FM	263 16.5	2500								
	OAK VOR to Intsxn. 224° rad OAK and 011° rad. SFO	224 3.4	2000								
	Intsxn. of 224° rad. OAK VOR and 011° rad. SFO TVOR (final)	191 6.2	500								
TVOR-28 L/R Amendment Number 1 Effect. date: 28 June 1956 Supersedes Original dated 9 June 1956. Major Changes: Change name of Newark FM/HW to Fremont FM/HW; correct distances col. 3; missed approach altitude changed	Stinson Beach Intsxn.	105 17.7	2500	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO-LOM holding pattern (one minute, left turns, 2000' min alt.) final approach crs.: 101° outbound 281°- inbnd	400	281 Final approach course parallel and between runways 28 L/R	T-dn C-dn S-dn A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2	*200-0.5 600-1.5 400-1 800-2	Climb to 3000' on 292° radial from SFO TVOR within 20 miles. Circling minimums do not provide standard clearance west and southwest of airport. *300-1 required for take-off runway 19 L/R.
	Half Moon Bay Intsxn.	018 10.0	3000								
	Richmond VHF Intsxn.	161 18.5	2500								
	VSF VOR	288 22.9	2500								
	OAK VOR	203 9.3	2500								
	Fremont FM/HW	263 16.5	2500								
	VSF VOR to SFO LOM (final)	291 17.0	1700								

(26 June 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
WALLA WALLA, WASH. Walla Walla City-County Arpt. 1205 TVOR-W - ALW Original TVOR-16 Effect: 4 August 1956	ALW-LFR	180 4.1	3000	W side of crs. 334 - outbnd 154 - inbnd 3000 within 10 mi. (NA beyond 10 mi.)	2500 over W crs. ALW LFR *1800 over VOR	159 0.3	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	All procedures - climb to 3500' on 183° radial within 15 miles of ALW-VOR; or, when requested by ARTC, make climbing right turn, hold at 3000' in left turn holding pattern on SW course ALW-LFR. *2500' over VOR if W crs. ALW-LFR not received. CAUTION: High terrain E of airport.
	Lamar Intsxn.	106 14.0	3000								
	Weston Intsxn.	003 20.0	3800								
TVOR-20 Original Effect: 4 August 1956	ALW-LFR	180 4.1	3000	W side of crs. 019 - outbnd 199 - inbnd 3800 within 10 mi.	2900 over E crs. ALW LFR **1900 over VOR	197 0.3	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1 800-2	200-0.5 700-1.5 800-2	**2900 over VOR if E course ALW-LFR not received.
	Lamar Intsxn.	106 4.1	3000								
	Weston Intsxn.	003 20.0	3800								

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(26 June 1956)

U. S. GOVERNMENT PRINTING OFFICE : 1956

OHIO STATE UNIVERSITY
JUL 25 1956
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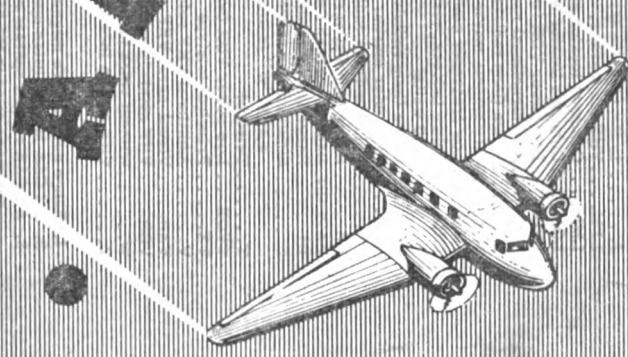
SPECIAL NOTICE
IMPLEMENTATION OF FREQUENCIES. P. 46

AIRMAN'S GUIDE



SPECIAL NOTICE
Fort Lewis Restricted Area. See page 47

SPECIAL NOTICE
National Emergency Defense Airlift Test Exercise. p. 30

RADIO FACILITY DATA Page 2
NOTICES TO AIRMEN Page 28

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	J	JIG	S	SUGAR		
B	BAKER	K	KING	T	TARE		
C	CHARLIE	L	LOVE	U	UNCLE		
D	DOG	M	MIKE	V	VICTOR		
E	EASY	N	NAN	W	WILLIAM		
F	FOX	O	OBOE	X	XRAY		
G	GEORGE	P	PETER	Y	YOKE		
H	HOW	Q	QUEEN	Z	ZEBRA		
I	ITEM	R	ROGER				

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	J	JULIETT	S	SIERRA		
B	BRAVO	K	KILO	T	TANGO		
C	CHARLIE	L	LIMA	U	UNIFORM		
D	DELTA	M	MIKE	V	VICTOR		
E	ECHO	N	NOVEMBER	W	WHISKEY		
F	FOXTROT	O	OSCAR	X	XRAY		
G	GOLF	P	PAPA	Y	YANKEE		
H	HOTEL	Q	QUEBEC	Z	ZULU		
I	INDIA	R	ROMEO				

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(10 July 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, [redacted] 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379 kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257 kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	266, 278 kc; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 123.9, 132.3, 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc. ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 120.7, 126.18, 140.22, 243.0, 257.8, 305.4, 348.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278 kc; 108.1, 121.5, 121.7, 126.18, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 263.0, 269.0, 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.
Baltimore Friendship Arpt., Md	257, 281 kc; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8 mc	ASR	

CAA OPERATED RADAR UNITS

(10 July 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 mc (on req 120.5, 125.7, 125.9 mc)	ARSR	Guards 122.1 mc (on req 120.5, 125.7, 125.9 mc) Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs available to rnwy 30 Tinker AFB
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4		
Ogden, Hill AFB, Utah	120.1, 121.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(10 July 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course .BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382,255.4	(3),#	
(1)Huntsville	VOR	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Huachuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	C(g)		269;118.3,121.5,126.18,257.8,243.0	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4	(3),#	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 July 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
"Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Loma Portal	MH	LPT	278		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3)	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9, 121.1,121.5,126.18,243.0, 257.8,291.6,348.6	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto INSACS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,269.2 121.5,120.7,305.4,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	516		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278	(3),#,255.4	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0	(2),#	
"	Center		118.9,301.4,119.3,120.1,243.0	#	
Eagle	TVBJ	EGE	V121.5,122.2,126.7243.0,255.4391	(3),#	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2 554; 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391;243.0,2 55.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,263.0,269.0,311.8, 257.8	(2),#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18,257.8	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(3)Gainsville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	3023.5;122.7,#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 348.6	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2, 255.4	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8	(2),#	(0700-2300)
Perrine-OFACS Miami	SRAWZ	PRR	266		49 A 179 N 271 A 341 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB,	AC(g)		278;119.1,126.18,121.5, 257.8	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,[redacted]255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 July 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MHW	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, [redacted]255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2, 255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8,243.0	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Downtown	C(g.7)		293;119.5,121.5	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7, [redacted]255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 [redacted]255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2, [redacted]255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1) Peoria	BVOR-DTV	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3) Peotone	VORW	EON	112.8		[redacted]
(1) Polo	VORW	PLL	112.3		
(3) Pontiac	VORW	PNT	117.5		DME
(1) Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
"	MH	RTU	201		Trng Status
(3) Roberts	VORW	RBS	116.8		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8	(2),#	
(1) Troy	VORW	TOY	117.2		
(1) Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4	(3),#,255.4	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1) Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0,255.4	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,[redacted]124.1, 385.6,338.6	#	
Kokomo	MHW	OKK	227		
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3) Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
(1) West Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1) Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1) Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275	(3),#,255.4	
(1) Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1) Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8 ,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1) Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1) Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1) Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1) Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1) Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1) Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 July 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4	(3),#	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	160 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5, 257.8	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2, 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wk days 0 5-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126.18	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			255.4, 257.8, 305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6	(2),#	
"	Center		125.5,120.3,132.3,301.4,124.7,121.5,243.0	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, [redacted]255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2, [redacted]255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7; [redacted]391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126.8,119.5,121.5, 118.1,257.8,348.6,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7,132.3,243.0, 301.4,120.7,125.1	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8, 118.5	(2),#	
"	Center		120.3,132.3,301.4,124.5,125.5,125.7,243.0	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HWZ	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	TVOR	NBB	115.0		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS- Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-Idlewild	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396	(oper IFR when rng inop)	
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, [redacted]255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown INSACS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-2300)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1730)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
INSACS-Idlewild					
" Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4,[redacted]310.4, 343.8,355.8	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, [redacted]255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8[redacted]	(2),#	
" "	UHF/DF			257.8,243.0,255.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, [redacted]255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(3)Cofield	VORW	CVI	116.2		(NON-COMM)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Fayetteville Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 July 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	
Akron Arpt	UHF/DF			255.4 other freq on req	
"	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18,257.8,243.0	(2),#-257.8	
"	Center		120.5,125.5,125.9,124.3, 301.4 243.0, 121.5	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4, 121.5	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7, ,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,240 3,257.8	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8, 305.4	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4 122.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 July 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
[illegible]	[illegible]	[illegible]	[illegible]		
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4	(3),#	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
Bristol -- - --- See Tri-City					
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7, [illegible]255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,255.4, 126.7	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 121.5,126.18,257.8,291.6	(2),#	
"	Center		121.5,120.1,301.4,120.5,119.3,311.8	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 151.56,243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.6		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,119.5,257.8,307.2	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 348.6,353.7,125.5	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7, 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)	284.6	278;118.1,118.7,126.18, 121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
[redacted]	[redacted]	[redacted]	[redacted]		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8	(2),#,126.18	
"	Center	363.1,335.6	119.7,120.5,243.0,301.4, 121.5,137.88,319.8,120.1,263.0	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradwind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,317.8	(2),#	
We st (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#,255.4	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[redacted]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126 7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7, [redacted] 255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7, [redacted] 255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Grubbs	VORW	GBS	109.2		(test-basis)
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, [redacted] 255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2, 243.0,301.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 July 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2, 255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,3014,118.9,243.0	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9,243.0	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HWZ	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18, 257.8	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4 [redacted]	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4;[redacted]215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2	(3),#,255.4	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7	(3),#,255.4	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0400-2400)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7,243.0, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequences available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..- -.-... (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight

(10 July 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportation, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable - suitable for ILS back course approaches
Restricted - not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches
Unusable - not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particulary cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

ATLANTA AND MEMPHIS CENTERS BOUNDARIES: Effective July 2, the Atlanta Center and the Memphis Center boundaries are amended as follows: Beginning at the present boundary crossing Red civil arwy No. 10 and VOR civil arwy No. 18 and 18N on a 50 mile arc NE of the Meridian, Miss., LF rng stn thence direct to lat 33-17-30N, and long.87-39-00W; thence direct to lat 33-56-30N and long. 87-39-00W; thence direct to cross Red civil arwy No. 52 and VOR civil arwy No. 7 on a 30 mile arc SE of the Muscle Shoals, Ala. LF rng stn; thence direct to lat 34-30-00N, and long. 86-30-00W; thence direct to cross VOR civil arwy No. 54 40 miles W of the Chattanooga, Tenn. VOR stn; thence direct to the present boundary crossing Amber civil arwy No. 6 and VOR civil airway No. 5 30 miles NW of the Chattanooga, Tenn. LF rng stn.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

EVW Evanston, Wyoming (Assignment)
INE Winner, South Dakota, Winner Airport (Assignment)

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 171)
(July 18, 19; August 1, 2, 15, 16, 29, 30; September 12, 13, 26, 27)

(1) In Section 608.30, a Manistique, Michigan, Temporary Area is added to read: "Description by Geographical Coordinates: Beginning at lat 45-12-00, long. 86-01-00; thence to lat 45-39-00, long. 86-35-00; thence to lat 45-50-00, long. 86-12-00; thence to lat 45-17-00, long. 85-46-00; thence to point of beginning. Designated Altitudes: Surface to 18,000 ft. MSL. Time of Designation: Daylgt only when visibility and ceiling exceed the maximum ordinate of fire. Controlling Agency: COM 9, NAS Glenview, Illinois.

(Part 608 - Restricted Areas - Amendment 172)
(August 3, 1956)

(1) In Section 608.12, the Fort Huachuca, Ariz., area (R-181), amended on November 17, 1955 in 20 F.R. 8519, is further amended by changing the "Designated Altitudes" column to read: "Surface to 35,000 ft. MSL."

(2) In Section 608.28, the Assateague Island, Md, area (R-42 formerly D-42), published on July 16, 1949 in 14 F. R. 4291, is rescinded.

(Part 608 - Restricted Areas - Amendment 173)
(July 15, 1956)

(1) In Section 608.21, the Savanna, Illinois, temporary area (R-498), published on December 13, 1955 in 20 F. R. 9301, is amended to make it a permanent area and by changing the "Time of Designation" column to read: "Continuous".

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Aberdeen	Lincoln	WAC 191
Casper	Salina	WAC 262
Des Moines	Wichita	WAC 263
Dubuque	Boston Local	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Albany	6-27-56	Duluth	6-25-56	WAC 186	6-27-56
Aroostook	6-25-56	Lewiston	6-28-56	JN 30	6-25-56
Boston	6-27-56	Twin Cities	6-25-56		
Burlington	7-2-56	WAC 139	6-25-56		

Instrument Flight Charts
released since June 18, 1956

AL	15	RNG	Allentown-Bethlehem Apt.	AL	289	ILS-2	LaGuardia Airport
AL	17	RNG	Alma Airport	AL	399	ILS-1	St. Joseph County Apt.
AL	35	RNG	Baker Airport	AL	399	ILS-2	St. Joseph County Apt.
AL	62	RNG	NAS Brunswick	AL	458	ILS	New Castle County Apt.
AL	72	RNG	Natrona County Airport	AL	651	ILS	Westchester County Apt.
AL	75	RNG	Chanute Airport	AL	15	ADF	Allentown Bethlehem Apt.
AL	76	RNG	Charleston AFB/Mun	AL	62	ADF	NAS Brunswick
AL	97	RNG	Cliff Maus Field	AL	399	ADF	St. Joseph County Apt.
AL	156	RNG	Baer Field	AL	458	ADF	New Castle County Apt.
AL	161	RNG-1	Fresno-Chandler Apt.	AL	463	ADF	Smith Reynolds Apt.
AL	161	RNG-2	Fresno-Chandler Apt.	AL	934	ADF	NAS Oceana
AL	164	RNG	Galveston Airport	AL	993	ADF	Richland Airport
AL	180	RNG	Greenville Apt.	AL	15	VOR	Allentown Bethlehem Apt.
AL	253	RNG	Memphis Airport	AL	17	VOR	Alma Airport
AL	289	RNG-1	LaGuardia Airport	AL	21	VOR	Ashville-Hendersonville
AL	289	RNG-2	LaGuardia Airport	AL	28	VOR	Daniel Field
AL	314	RNG	NAS Patuxent River	AL	35	VOR	Baker Airport
AL	324	RNG	Pierre Airport	AL	72	VOR	Natrona County Airport
AL	458	RNG	New Castle County Apt.	AL	97	VOR	Cliff Maus Field
AL	471	RNG	MCAS Cherry Point	AL	134/DME		ElPaso International Apt.
AL	934	RNG	NAS Oceana	AL	156	VOR	Baer Field
AL	949	RNG	Davenport Mun. Apt.	AL	164	VOR	Galveston Airport
AL	950	RNG	NAS Johnsville	AL	220	VOR	Purdue University Apt.
AL	15	ILS -1	Allentown Bethlehem Apt.	AL	258	VOR	Midland Air Terminal
AL	15	ILS -2	Allentown Bethlehem Apt.	AL	324	VOR	Pierre Airport
AL	72	ILS -1	Natrona Co. Airport	AL	411	VOR	Hancock Airport
AL	72	ILS -2	Natrona Co. Airport	AL	603	VOR	Ponca City Airport
AL	76	ILS	Charleston AFB/Mun.	AL	693	VOR	San Jose Mun Airport
AL	262	ILS	General Mitchell Field	RF	1, 2, 4, 5, 7, 9, 10		

RF-Terminal Area - Miami, Oklahoma City
RF-VOR Terminal Area - Atlanta, Dayton, Kansas City-Topeka, Oklahoma City, San Antonio, Tulsa, Wichita-Hutchinson.
RF U.S. Dates of Latest Prints
RF Alaska Dates of Latest Prints

NEW CHARTS

AL	955 ILS	Utica, New York	Oneida County Airport
AL	955 ADF	Utica, New York	Oneida County Airport
AL	373 VOR (TVOR)	San Diego, California	San Diego Mun.(Lindbergh Fld)
AL	375 VOR	San Francisco, California	San Francisco International Apt.
AL	735 VOR	Newport, Oregon	Newport Airport

RF/VOR Indianapolis Terminal Area
RF Anchorage Terminal Area

DISCONTINUED CHARTS

AL 669 VAR — Atlantic City, N. J. — NAS Atlantic City
(VAR decommissioned - 6-21-56)

NATIONAL EMERGENCY DEFENSE AIRLIFT TEST EXERCISE: A test exercise involving the National Emergency Defense Airlift (NEDA) will be undertaken during Operation Alert 1956. This includes all business and privately owned aircraft of 12,500 lbs and over.

The exercise will consist of a routine "Position Report" including the additional information as to the home airport base of the aircraft. The "Position Report" will begin with the words "Civil Defense Exercise" which designates the message as part of the test exercise. Pilots of all airborne business and privately owned aircraft of the weight of 12,500 lbs and over are requested to make "Position Reports" to the nearest CAA communications station or tower.

Reporting time is to be on July 20. 1956 between 1400 and 1500 hours local time.

Pilots of aircraft not in the air during this time, are requested to telephone the nearest CAA Aviation Safety District Office and report the location of the aircraft, N-number, make and model of aircraft, home airport base, and estimated time aircraft will be available. The words "Civil Defense Exercise" should also be used to begin the telephone message.

The purpose of this test exercise is to determine the degree of availability and also the location of all business and privately owned aircraft of 12,500 lbs and over at a given time for support of Federal Civil Defense under emergency conditions.

Cooperation of all pilots of the above mentioned aircraft is urgently requested and is essential to the success of this test exercise.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	-	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: **ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.**

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.(5-8)

BIRMINGHAM-RADIO: About July 15, VOR will be shut down - relctn. (6-7)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional landing gear type acft, including T-6. (4-8) Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

GUNTERSVILLE ARPT: Runways usable. (7-9)

★HUNTSVILLE-RADIO: Omni rng class: VOR. Monitoring category (1) Voice call: "Redstone Army Radio". (7-2) VOR radials 005°-030° unusable due to roughness and bends.

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

MOBILE-RADIO: About July 16, VOR will be shut down until approx Sept. 17. (6-8) During shut down, temporary MEA V-20 New Orleans VOR to Evergreen VOR using Biloxi LF rng. 2500' New Orleans VOR to Biloxi LF rng. 4000' Biloxi LF rng to Evergreen VOR. During shut down period Arwys V-20 N Mobile VOR to Evergreen VOR, V-240 Dog Intersection to Mobile VOR, V-242 Mobile VOR to Bon Secour intersection unusable. During period fixes Dog intersection and Bon Secour VHF intersection on V-22 unusable. (7-7)

ALABAMA: **MONTGOMERY-DANELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Eastermost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end marked by flags-days, lgts-ngts.

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends.

ARIZONA: SPECIAL NOTICE: Until July 24, 1956, captive balloons will be flown nightly from one hour after sunset to one hour before sunrise at lctns 10 mi W Gila Bend AF Aux, 2 mi S Sentinel and 3 mi E Dateland, Ariz. Surface to 1500' and lgtd by one red lgt. Extreme caution when flying at low alts near these lctns.

AJO ARPT: Beacon and lights inoperative.

**CHANDLER-RIGGS ARPT: ABANDONED.

COCHISE-RADIO: VOR/DME flgt-checked, opern normal. Coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA.

FLORENCE-CONTROLLED FIRING AREA: A temporary Controlled Firing Area is established: Name: Florence, Ariz. Description: N-bndry-N lat 33-07-30; E bndry-W long. 111°-20-00; S bndry-N. lat 33-03-30; W bndry-W long. 111-22-30. Altitude: Surface to 6,000' MSL. Activities conducted: 4.2" mortar firing. Using Agency: Arizona National Guard. Effective dates: 0800-1800- July 14 and 15.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA.

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE # 27B, LAX-PHX: Caution - puncture vines.

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed.

**SEDONA-OAK CREEK ARPT: New fld-Type: P. Lat 34-50, long. 111-47. Lctn: 2 mi SE. Elev: 4800'. No of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2.

TUCSON-RADIO: VOR/DME shut down.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF- steers unrel beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**TUCSON-GILPIN ARPT: Two 200' lgtd twrs erected 2.0 n mi N (13°T) at lat 32-00-19, long. 111-00-32.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA.

YUMA COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: ARKADELPHIA MUN ARPT: Unsafe- due to holes in landing areas.

EL DORADO-RADIO: DME 2000'MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°.

FAYETTEVILLE-RADIO: July 7, VOR flgt-checked operations normal.

FLIPPIN-RADIO: About July 23, VOR will be shut down until approx September 24.

HARRISON ARPT: N/S, new NW/SE runways closed - construction. Field closed nights.

**LITTLE ROCK ARPT-TOWER: ILS, Glide Slope Angle 3°-1'.

NORTH LITTLE ROCK-CENTRAL ARPT: Field closed to all operations - construction.

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness.

**WALNUT RIDGE ARPT: Three 65' lgtd antenna poles erected 985 ft. E of north end of N/S rnwy.

CALIFORNIA: **ADELANTO-GREY BUTTE ARPT: ABANDONED.

AUBURN ARPT: Clsd to hvy acft. Lgtd acft use extreme caution acct soft rnwys.

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. May 28 VOR/DME shut down until approx Aug 1. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz; V-135 Needles to Yuma, Ariz.

CAMARILLO-RADIO: All courses have multiples.

CHICO-RADIO-SPECIAL NOTICE: USAF will conduct maneuvers at Chico Mun Arpt. 24 hrs each day during periods July 22, 1956 thru Aug 5, 1956 and Aug 12 thru Aug 26. CAA will oper mobile ctl twr during following hrs Standard Time: July 22, 0800-1700; July 23 thru Aug 4, 0500-2300; Aug 5, 0800-1700; Aug 12, 0800-1700; Aug 13 thru 25, 0500-2300; Aug 26, 0800-1700. Rdo freq avail as follows: Trans: 278kc, 119.9, 121.5, 126.18, 236.6, 243.0, 275.8 mc. Rcvg: 3023.5kc., 122.5, 121.5, 126.18, 236.6, 243.0, 275.8 mc. Two way rdo equip capable of commun with ctl twr rqrd of all acft except transient during periods of maneuvers. Military Flight Service interphone avail Chico Mun Arpt.

CHINO PACIFIC ARPT: Equip. on or near all rnwys - use caution.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy rads flgt-checked. DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive construction and hvy equip both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd-usable length 6750'. Extreme caution apch end rnwy 11 large equip working in rnwy extention area.

FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy closed to all operns - mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft- caution.

KLAMATH-McBETH ARPT: Closed.

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. ILS and LF rng during VFR conditions heavy simulated instrument approach traffic. About July 23, VOR will be shut down until approx August 13 - modernization.

LONG BEACH ARPT-TOWER: ILS glide slope decmsnd. (7-5) FLD: Several 230'MSL portable oil derricks NW, W & S of fld. No fuel servicing avail. for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd-const. 6200' rnwy 30 avail lndgs & take-offs. Rnwy 12 closed. N 800' apch end rnwy 16L perm closed.

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3 transcribed weather bdcasts oper tests basis. Hrs. opern: 0800-2400. Manual bdcast continues on VOR-on both VOR and LF combined 2400-0800.

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL.

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0900 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. IFR including jet acft operg at least 1000' on top. All jet acft specific alt or at least 1,000' on top should ctc ARTC center 301.4 mc as soon as possible after departure within or entering area inbound.

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet aircraft pattern down-wind leg is 2500'. Acft

CALIFORNIA: not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due to non-visibility twr unable to ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

**MOJAVE-MYER ARPT: Abandoned. (5-28)

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland , Alameda NAS, Hayward or San Francisco. (5-23)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTERNATIONAL ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. UHF/DF steers unreliable below 7,000' within 10 mi of stn. (4-24) FLD: Dredging and clam shell equip working S of lndg area. All booms and equip lgts and mrkd. Use extreme caution when flying over or within this area.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. May 7, VOR shut down until approx July 13. (6-22)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng runs ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. (5-14)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

**OXNARD-VENTURA COUNTY ARPT: 160' lgtd derrick erected 700' N center of arpt.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

**PALOMAR MOUNTAIN-CAUTION AREA: Effect. July 26, the portion of Caution Area (C-444) overlapped by the airway "From the Oceanside VOR via the 101°T rad thereof to its intersection with the 46°T rad of the San Diego, Calif., VOR; thence via the San Diego 46°T rad and the Thermal, Calif 226°T rad to the Thermal VOR radio Range" will be rescinded.

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: East 700' E/W rnwy and taxi strip unusable. (1-3)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

**REDLANDS-FLYING INN-REDLANDS ARPT: (Formerly Redlands Arpt) Lngst rnwy & facs: 26-L4-S3. Fuel: F2. Remarks: Rgt tfc E. Lgts on req after 2400. Rolling.

**RICE FLD: Abandoned. (6-14)

RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

RIVERSIDE ARPT: Closed to all itinerant tfc-const. (5-5)

SACRAMENTO-RADIO: June 28, VOR shut down until approx Aug 28-modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200; V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (6-28)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive CALIFORNIA: simulated instr apchs including jets VFR weather actual apchs IFR wea.

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20° 43 n mi at 7000'.

**SAN ANDERAS-CALAVERAS COUNTY ARPT: New fld. Type: P. Lat. 38-11, long. 120-40. Lctn: 0.5 SE. Elev: 1200'. No. of rnwys: 1- E/W. Lngst rnwy & facs: h20-*L4-S3. Fuel: F2. Remarks: No storage. (6-26)

★SAN DIEGO-RADIO-SPECIAL NOTICE: Effect. May 16, acft VFR inbound to Lindbergh Fld, are requested to make initial call to San Diego Apch Ctl on 118.3 mc. This initial call should be made over one of the following reporting points: Oceanside from north; Jamul from east; Mexican Border from south; approximately 20 mi west from seaward. Apch Ctl will give initial tfc ctl instructions and advise pilot where to contact Lindbergh Tower for lndg clearance. This procedure does not apply to VFR acft departing local immediate area for Lindbergh Fld due to short distance involved. (5-14)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°. Soon, VOR will be shut down until approx July 12. (6-7)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd-jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft inbound to San Francisco Intn'l Arpt are requested to make initial call to San Francisco Approach Control, freq 118.5 mc. Points over which to make this initial call are changed to the following: Richmond from N; Bay Point from NE; Livermore-E; Evergreen or Campbell-SE; at or abeam Farallon Islands-W; at or abeam Stinson Beach - NW. Approach Control will give initial traffic control instructions and advise pilot when to change to local ctl freq for lndg clearance. This procedure does not apply to VFR acft departing Oakland for San Francisco due to the short distance involved. These flgts should call San Francisco tower-freq 119.1 mc as in the past.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.

SAN FRANCISCO INTN'L ARPT-TOWER: Interference on 119.1 mc vcnty ILS OM. (4-24)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs.

**SANTA BARBARA ARPT: Group of six 200' twrs lctd 2 mi ESE perm. removed. Rnwy lgts rnwy 15L-33R perm discontd. (7-2)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260°, and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Closed-construction. (5-18)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

COLORADO: COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd capable of communicating with twr.

EADS ARPT: Emerg only-rough. (4-20)

★EAGLE-RADIO: July 2, Trans 255.4 & 243.0 mc & rcvr 243.0 mc. cmsnd.

★GRAND JUNCTION-RADIO: July 4, glide slope relocated 784' from approach end of runway 11; 450' north of runway centerline. Point of touchdown 709' from approach end of rnwy 11.

KREMLING-RADIO: About July 10, VOR will be shut down until approx August 7. (6-22)

COLORADO: LONGMONT APPT: NW/SE rnwy under const. (3-13)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

CONNECTICUT: HARTFORD FLD: Rnwy 9-27 closed. (6-29)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500.
WINDSOR LOCKS-BRADLEY FLD: No service, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)

DELAWARE: FT.MILES-CONTROLLED FIRING AREA: Controlled firing will be conducted during July 9-13, 16-20, 23-27 and 30-31 inclusive between the hrs of 1200-1800 in the following area: Beginning near Rehoboth Beach, Dela. at lat 38-40-45, long. 75-04-09 to lat 38-45-30, long. 75-01-24 to lat 38-43-00, long.74-57-10 to lat 38-38-50, long. 74-55-33 to lat 38-36-15, long. 74-57-00 to lat 38-37-54, long. 75-03-50 to point of beginning.
GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. (3-29)
**HARRINGTON ARPT: Abandoned. (5-28)
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Soft when wet. Use rnwys and taxiway strips only. (5-22)
WILMINGTON-NEW CASTLE CO. ARPT-TOWER: May 21 ILS glide slope shut down until approximately Sept 5-rnwy const. During this time lclzr may be shut down for intermittent periods. (6-5) FLD: Rnwy 1-19 clsd - const. (5-21) About July 16, due to lmtd visibility, twr unable to ctl surface tfc on new terminal ramp. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecarlia, Md. (2) Thru 31 July, 1956, special VFR operating rules effective in hi-density zone.Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes - surface to 3000'N of and 700' to 3000'S of Wash. rng. Two-way rdo rqrd. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC twr of take-off or landing, and maintain continuous listening watch. Acft passing thru zone contact and maintain continuous listening watch with WNA ctl twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mi, xcpt when smoke, dust, snow, sand, then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
**WASHINGTON NATIONAL ARPT: Rnwy 9-27 perm clsd - mrkd. Lmtd parking and taxiing W of taxiway #6. Taxiing east of taxiway #6 will be at discretion of ctl twr only. (6-26)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg.

FLORIDA **ARCADIA ARPT: 206' (266'MSL) lgtd rdo twr erected 1.0 n mi N (6°T) at lat 27-13-11, long. 81-51-37. (6-6)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.(2-10)
CAPE CANAVERAL-SPECIAL NOTICE: Until August 15, thunderstorm research balloons 34 ft in diameter with 200 ft load train climbing at 1000 ft per min will be released at irregular intervals. Direction of drift westerly at 65000 ft. (6-16)
✱CRESTVIEW-RADIO: July 1, W course LF rng realigned from 91° to 83° and flgt-checked.
CROSS CITY-RADIO: About July 26, NW course LF rng will be realigned from 135° to 124°. (5-4) About July 16, VOR will be shut down until approx Sept. 17 - modernization. During shut down VOR, VOR flgts are authorized to utilize Cross City LF rng in lieu of Cross City VOR on all arwys except V-7-W Cross City Lobster Int and V 97 E Cross City Shrimp int. which will be unusable. Bearings and MEAs used shall remain as charted.

FLORIDA: Clam int shall utilize 240° bearing from Cross City LF rng. All other int predicated on Cross City VOR unusable. MEA for VOR only equipped acft on V-7, V-159 is 10,000' on segments over Cross City. (7-5)
DAYTONA BEACH-RADIO: VOR/DME shut down until approx Aug. 6. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V 3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (6-6)
**DAYTONA BEACH ARPT: 349' lgtd TV twr erected 2.1 n mi (5°T) at lat 29-13-51, long 81-02-33.
EVERGLADES ARPT: Closed - due construction. (6-15)
FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft.
KEY WEST-INTN'L ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. First 1500' rnwy 26 clsd. Rnwy 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18,DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (5-5)
✱MARIANNA-RADIO: Apr 17, VOR shut down. During shutdown the following MEAs are estab: V-22 Crestview to over Marianna 5000'. V-7 Tallahassee to Dothan, Ala., using Dothan TVOR 1500'. V-7W Gantt, Ala., to Marianna and V-22 N Marianna to Calvary unusable(7-9) Tr and rcvr 243.0 mc cmsnd. Rcvd too late for ANRA page.
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.
✱MELBOURNE-FADIO: July 9, tr. and rcvr 243.0 mc cmsnd. Too late for ANRA page.
MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.
MIAMI INTERNATIONAL ARPT: Approx 800' rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail.20th St. for civil acft.(12-6)Taxiway entrance to SW corner USAF ramp clsd.(1-17) All jet acft xcpt multi-eng transport types are prohibited from lndg or taking off. All instrument apchs to arpt either actual, simulated or practice by jet acft xcpt multi-eng transport types are prohibited. (5-23)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.
PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)
PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs.,Monday thru Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No.30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
✱PERRINE-RADIO: LF rng courses: 47 A 177 N 269 A 399 N. This corrects ANRA page 11, this issue AIRGI. (7-9)
**PERFY-FOLEY ARPT: 240'(336'MSL) lgtd rdo twr being erected 23 n mi NNW(351°T) at lat 30-27-36, long. 83-38-36. (5-15)

FLORIDA: TALLAHASSEE-RADIO: VOR courses unusable 110°-150°.(6-23)
TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)
TAMPA-RADIO: VOR courses 95°-105° unusable.
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
WINTER HAVEN-GILBERT FIELD: Construction and excavation has been completed on taxiway and parking ramp near rnwys 4 and 29.
GEORGIA: **ADEL-COOK COUNTY ARPT: 237' (487'MSL) lgtd rdo twr erected 2.1 n mi E (90°T) at lat 31-08-16, long. 83-25-30. (5-15)
ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR ifc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)
ATLANTA ARPT-TOWER: ASR-PAR shut down - modernization. (3-10) FLD: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
**BRUNSWICK-McKINNON ARPT: 200' MSL lgtd twrs lctd on Brunswick Riv bridge 1 n mi S (240°T) at lat 31-07-00, long. 81-28-09. (6-18)
COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)
COLUMBUS ARPT: E/W rnwy clsd - const. (5-17)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
**QUITMAN-BROOKS COUNTY ARPT: 270' (490'MSL) lgtd rdo twr erected 3.1 n mi NE (61°T) at lat 30-50-47, long. 83-32-15.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
ROYSTON-RADIO: VOR-DME shut down July 9 until approx Setp 10. Temp change in MEA during shut down period V20 ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'. (7-9)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
**BOISE-CAMPBELL ARPK: (Formerly carried Boise, Major's Arpt). (5-29)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
DIXIE USFS ARPT: Closed - const. (6-5)
**GOODING ARPT:Excavation 30' wide, 15' deep, 135' to 165' NW of NW end of rnwy 12-30, mrkd by red flags 135° to 165° extending 36" above ground on SE edge of rnwy 30. Men and equip operg vicinity. (4-4)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOUNTAIN HOME AFB-RADIO: USAF VOR unreliable. (5-29)
MOUNTAIN HOME-CONTROLLED FIRING AREA: A temp controlled firing area is established as follows: Name: Mountain Home, Idaho. Description: Beginning at lat 43-22, long. 116-08; thence to lat 43-13, long. 116-00; thence to lat 43-07, long. 116-12; thence to lat 43-17, long. 116-19; thence to lat 43-22, long. 116-19; thence to point of beginning. Altitude: August - surface to 25,000 feet MSL. Time of Use: Daylight hours. Activities Conducted: Artillery firing - gun, mortar and

IDAHO: Howitzer. Controlling agency: August - Montana National Guard. Effective date: August 11-25 inclusive.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165° off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600' south of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends. (6-25) TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°.(2-8) About July 23, TVOR will be shut down until approx Aug 6 - freq will be changed from 116.2 mc to 111.6 mc. (7-6) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd-const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable to two-way direct commun with ctl twr. (4-27)
**CHICAGO-SMITH SEAPLANE BASE: Three 255' (844'MSL) brick chimneys being erected 0.5 mi N. (5-4) 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long. 87-33-36. (1-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°; 70°-130° and 155°-317° 35 n mi at 2000'MSL. (6-12)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500'MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)
ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long. 88-02-30. (4-12)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
QUINCY-RADIO: About July 9, ILS glide slope and lclzr will be shut down until approx July 30. (6-21)
QUINCY-BALDWIN-QUINCY ARPT: Const 10' off either side and 50' off ends of rnwy 3-21 - installing hi-intensity lgts. Men, equip on fld. (6-29)
ROCKFORD-RADIO: About July 11, H fac will be cmsnd. Ident: RFD. Freq: 275 kc. Lctn: lat 42-06-52, long 89-05-53, Class: MHW. (7-2)

ILLINOIS: ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of term bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men, equip crossing rnwy-days. (7-7)

SPRINGFIELD-CAPITAL ARPT-TOWER: Soon, ILS will be cmsnd. Lclzr freq: 109.5 mc with voice. Ident: SPI. Lctd 1400' NE of NE end NE/SW rnwy. Apch bear, 38°. Glide Slope freq: 332.6 mc. Lctd 400' NW of centerline and 1050' from apch end NE/SW rnwy. Proposed angle: 2.5°. MM lctd 400' (0.66 mi) SW apch end NE/SW rnwy. Elev: 580' MSL. LMM freq 203 kc. Ident: PI. OM lctd 5.92 mi. SW apch end rnwy. LOM freq 230 kc. Ident: SP. Elev: 604' MSL. (5-18) FLD: Men, equip on fld during daylgr hrs. 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22. (3-7)

WOODDALE-WOODALE MOODY ARPT: Clsd irregular intervals-flgt trng-mrkd. (5-22)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

**AUBURN ARPT: 910' (1780'MSL) lgtd twr erected 4.0 n mi SSE (173°T) at lat 41-19-59, long. 85-03-07.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)

ELKHART ARPT: N/S rnwy usable at pilots' discretion. (8-22)

FT. WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. Soon, VOR will be shut down until approx Sept 30-modernization.

FT. WAYNE-BAER FLD-TOWER: About July 9, ILS glide slope will be shut down until approx August 6. FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.

GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest centerline of rnwy 2 will be 43' (633'MSL).

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENSBURG ARPT: Use E half of N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. En route radar control provided in vcnty of Terre Haute. Opern conducted from 0700-2300 Mon thru Fri. Facility will be identified as Rockville Control. Primary trans & rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg: 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. (6-8)

INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and rgt tfc patterns. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys, taxiways only. Parking on sod areas at discretion of ctl twr.

LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress aprox 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

ROCKVILLE-RADAR: En route radar control will be provided. Primary trans and rcvg: 125.3, 319.8 mc. Secondary trans. 121.5, 122.2, 126.7, 135.0, 135.9, 243.0, 255.4, 301.4 mc; rcvg 121.5, 122.1, 126.7, 135.9, 243.0, 255.4, 301.4 mc. See Indianapolis Radio.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with

INDIANA: slow bends one to 5 n mi from stn. Glide slope flyable down to [illegible] point.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sundays, holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

BURLINGTON-RADIO: June 20, VOR/DME shut down until approx July 11.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

OSKALOOSA ARPT: NE/SW rnwy closed. NW/SE rnwy now 120' wide. (10-25)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30) About July 16, VOR/DME will be shut down until approx Aug 16. (6-21)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip on rnwys, taxiways and ramp all hrs-check latest NOTAMS for rnwy closures.

**VILLISCA-TYLER ARPT: Abandoned. (5-28)

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars.

WEBSTER CITY ARPT: Intsxn rnwys soft with ruts-broken tile in drainage system. E/W rnwy clsd. NW/SE rnwy clsd-const.

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

CALDWELL ARPT: 278' (1421'MSL) lgtd rdo twr being erected 13.1 n mi E (102°T) at lat 37-00-00, long. 97-19-05.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: 265' (2879'MSL) rdo twr 2.5 n mi WSW (262°T) at lat 37-45-57, long. 100-01-55 under const.

**EL DORADO ARPT: 200' (1550'MSL) lgtd guyed rdo twr erected 5.0 n mi WNW (299°T) at lat 37-49-00, long. 96-55-00. (6-4)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

**EMPORIA ARPT: 220' (1690'MSL) lgtd guyed rdo twr erected 8.1 n mi WSW (250°T) at lat 38-16-06, long. 96-22-30. (6-4) 300' (1485'MSL) lgtd guyed rdo twr erected 18.9 n mi N (17°T) at lat 38-38-50, long. 96-02-35. (6-4)

**FLORENCE-CLOTHIER ARPT: 200' (1640'MSL) lgtd guyed rdo twr erected 13.5 n mi ESE (134°T) at lat 38-03-33, long. 96-38-30. (6-4)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°.

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men, equip near rnwys-days. (4-25)

**HORTON MUN ARPT: Rnwy lgts installed on N/S rnwy. (6-21)

HUTCHINSON-RADIO: Soon, VOR will be shut down until approx August 2-modernization.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, W by long. 94-55, on N by lat 39-15 thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500 and 5500' MSL. (4-17)

**LAWRENCE ARPT: 300' (1345'MSL) lgtd guyed rdo twr erected 5.5 n mi WSW (245°T) at lat 38-59-39, long. 95-20-30. (6-4)

**LIBERAL ARPT: 680' (3504'MSL) lgtd TV twr erected 2.0 n mi E (110°T) at lat 37-02-09, long. 100-54-36. (6-29)

**MARYSVILLE ARPT: 188' (1391'MSL) lgtd guyed antenna twr erected 0.75 n mi WSW (244°T) at lat 39-51-02, long. 96-38-52.

**OSAGE CITY ARPT: 170' (1349'MSL) lgtd guyed rdo twr erected 3.1 n mi W (275T) at lat 38-50-03, long. 95-52-33. (6-4)

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL ARPT: Caution-ditch northeast of intersection runway 16-34 and 3-21 marked.

SALINA-RADIO: VOR coverages 202°-257°, 35 n mi at min en route alt. (2-2)

TOPEKA-RADIO: VOR/DME shut down.

**TOPEKA-ALLEN ARPT: 150' (1149'MSL) lgtd rdo twr erected 4.5 n mi ESE (126°T) at lat 38-59-30, long. 95-41-20.

[redacted]: TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Extreme caution - temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr. Use rnwys only.

**WELLINGTON ARPT: 200' (1440'MSL) lgtd guyed rdo twr erected 5.0 n mi ESE (125°T), at lat 37-16-30, long 97-20-20.

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

**WICHITA ARPT: Mowing equip on fld-days. Acft remain on concrete area. Sod unsafe. 1500' lead in lgt system SW end rnwy 10 cmsnd.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnel AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnel twr on 126.18mc-listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc or rng voice channels.

[redacted]: BOWLING GREEN-WARREN COUNTY ARPT: All lights inoperative.

CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy RR-W. Elev: 500'. No of rnwys: 1. Lngst rnwy and facs: 25. Remarks: Strip to open approx July 1. Caution when wet.

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn.

**DANVILLE-GOODALL ARPT: 185' lgtd twr erected 2.5 n mi(19°T) at lat 37-37-39, long. 84-46-32.

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe.

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river height not to exceed 1000' above immediate terrain.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shutdown.

FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for runway extension. Construction equipment on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less then 30,000 lbs use Bowman fld. Const E end rnwy 24. Const work begins at ends of rnwys 6, 11 and 29.

PADUCAH-RADIO: VOR has moderate bends in NE quad.

PERRY PARK ARPT: Closed - construction.

**STANTON ARPT: 305'(1505'MSL) twr erected 3.0 n mi SSE (177°T), lat 37-48-34, long. 83-50-34.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL.

[redacted]: ALEXANDRIA-RADIO: VOR shut down - temp MEA V-114 BTR VOR to GGG VOR is 8000' effect. during this shutdown. (7-9)

**BATON ROUGE-DOWNTOWN ARPT: 30' poles installed approx 350' N of N bndry.

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lights.

BOGALUSA ARPT: 900' W end of E/W unusable-const. N/S strip soft spots on S half of strip. Use caution when wet. Spots marked with red flags.

MINDEN MUN ARPT - SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 nautical miles South (188°T) within an area 4.3 nautical miles in radius centered at latitude 32-34-10, longitude 93-26-00 (3 statute miles NNW of Doylene, Louisiana), when ceiling is at least 3000 feet, visibility 5 miles. Pilots should avoid area at altitudes below 2000 feet.

MINDEN-WEBSTER ARPT: New field under construction. Located: 1 mile NW; latitude 32-38, longitude 93-18.

★ MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'

About July 11, VOR will be shut down until approx August 11. July 9, trans 243.0, 255.4 mc and rcvr 243.0 mc cmsnd. Rcvd too late for ANRA page.

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable -severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS -MOISANT INTERNATIONAL ARPT-TOWER: ASR will issue dist. values in n miles in connection with radar control. About July 15, ASR will be shut down until approx September 15. FLD: Caution - stay on hard surface rnwys and taxiways because

** of incomplete and soft shoulders. 219'lgtd rdo twr erected 14.1 n mi ESE (130°T) at lat 29-51-12, long 90-03-42. 305'(311'MSL) lgtd radio antenna erected 47 n mi SSE(175°T), at lat 29-13-40, long 90-13-00.

RUSTON ARPT: Const on rnwy extension S end of fld.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.

★ SHREVEPORT DOWNTOWN ARPT-TOWER: Not a combined station/tower. This corrects AIRGI Volume 11, Number 8.

★ SHREVEPORT-GREATER SHREVEPORT ARPT-TOWER: Effective June 30, approach control will be given by Shreveport-Barksdale AFB, RAPCON. Change class to: C(g).

WELSH ARPT: E/W rnwy closed nights. Beacon inoperative.

[redacted]: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route altitude.

**AUGUSTA-STATE ARPT: 100'(565'MSL) lgtd rdo twr erected 2.0 n mi SW(230°T) at lat 44-18-28, long 69-50-00.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: N/S strip open on gravel portion only. Taxi on gravel portion of field only. Turf extremely soft.

**BROWNVILLE JCT-PRAIRIE ARPT: ABANDONED.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

MILLINOCKET ARPT: Apron usable with caution - due broken pavement. Use runways only.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n miles between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

** ROCKLAND ARPT: Rnwy 17-35 closed night operations. Elevation: 60',

SANFORD ARPT: Drag races will be held 0800-1700 on the following dates: August 19, September 9, 23rd and October 7th.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 closed to wheeled acft winters.

[redacted]: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Airway, temporarily rescinded.

HAGERSTOWN ARPT: All taxi strips West of N/S runway closed - parked military aircraft. Taxi strips leading to City Hangar remain open to transient traffic. Caution - provide proper clearance over U. S. 11 when approaching to land West on E/W runway. Runway marked to show where 40 to 1 approach clearance line intersects runway. Entire runway available at pilots' discretion.

LAYTONSVILLE - DAVIS ARPT: Construction - extending runway 900 feet at East North-East end.

PATUXENT RIVER NAS - RADIO: Meekins Neck FM on NE course unreliable.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower altitudes.

SALISBURY-DELMARVA ARPT: Closed to all commercial operations. Will operate as private airport only. Landings made with prior permission only.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition info avail. by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. FLD: Rnwy 5-23 clsd xcpt for taxiing and parking. (5-10)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd Term. Bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L, lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lights of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by twr.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-CONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)

HYANNIS-RADIO: About July 16, the following freqs will be cmsnd. trans: 122.2, 135.0, 135.9, 121.5, 126.7; rcvrs: 122.1, 121.5, 126.7, 135.9 mc. (5-25) Will be remotely controlled from Nantucket.

MARTHA'S VINEYARD-RADIO: About July 16, the following freqs will be cmsnd: trans: 122.2, 135.0, 135.9, 121.5, 126.7 - rcvrs: 122.1, 121.5, 126.7, 135.9 mc. (5-25) Will be remotely controlled from Nantucket.

NANTUCKET-RADIO: About July 24, HH fac will be shut down for approx two days. About July 16, remote trans and rcvrs will be cmsnd at Hyannis and Martha's Vineyard. (5-25)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail. durg drizzle.

**NANTUCKET SHOALS OFFSHORE WARNING AREA: Effect. June 22, 1956, Warning Area (W-506) will be established as follows: Name: Nantucket Shoals Offshore, Mass. Description: Beginning at lat 41-12-30, long. 69-40; thence to lat 41-16, long. 68-00; thence to lat 41-00, long. 68-00, thence to lat 39-52, long. 68-58-15; thence to lat 40-11-45, long. 69-13-30; thence to lat 40-47, long. 69-40; thence to point of beginning. Altitude: Surface to 45,000' MSL. Time of Use: Unlimited. Activities Conducted: Air to air gunnery and rocketry. Controlling Agency: Otis AFB, Mass.

NORWOOD-MEMORIAL ARPT: Rnwy lgts inop.

ORANGE ARPT: All rnwys clsd on the following Sundays - July 15, Aug 19, Sept 16 and Oct 21 from 1300 to 1800 - fld mrkd. (5-24)

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (11-11)

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)

BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg only. (11-1)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHARLOTTE-BEACH ARPT: Two 165' (1048' MSL) unlgtd rdo twrs erected 1.1 n mi SW (240° T) at lat 42-34-00, long. 84-51-56. (6-19)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilots req.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-

MICHIGAN: 23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equip. on fld days.

**EAST LANDING-DAVIS ARPT: 220' (1080' MSL) lgtd rdo twr erected 5.0 n mi SSE (165° T) at lat 42-43-35, long. 84-29-25. (6-19)

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

**GRAYLING-McNAMARA ARPT: Open to civilian operations. (6-6)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

KALAMAZOO MUN ARPT: Trees above one obtsn lgt NW. Brush above one obstn lgt W.

L' ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-RADIO: About July 9, VOR will be shut down until approx Sept. 1.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - const on fld. Men, equip. on fld. Taxiway under const connecting the ramp area to the end of rnwy 27.

**LAPEER, DUPONT-LAPEER ARPT: (Formerly carried as LAPEER ARPT.

LITCHFIELD-RADIO: About Aug 6, VOR will be shut down until approx Sept. 30 - modernization. (7-5)

**MARLETTE ARPT: 55' lgtd TV twr and antenna erected 600' NW.

MARQUETTE-COUNTY ARPT: Closed - const. (5-16)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Term Bldg. 50' unlgtd silo 300' S of water tank.

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd. (2-27)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAV VOR unreliable below 3000' beyond 50 n mi.

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge. (5-24)

SAULT STE MARIE-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri until approx July 16.

STURGIS-KIRSCH ARPT: Const on intsxn to both ends NE/SW paved rnwy, mrkd.

WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution.

MINNESOTA: ALEXANDRIA-RADIO: VOR/DME shut down until approx July 6. (6-22)

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns.

BENSON ARPT: New fld under const - clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39.

CLARISSA ARPT: New fld open operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. About July 9, VOR will be shut down until approx Sept. 1.

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.

**HOWARD LAKE-FRANK ARPT: Abandoned. (6-29)

ILSE ARPT: New arpt under const - clsd all operns. Lctd 0.5 mi N at lat 46-06-03, long. 93-27-42. NW/SE strip 2450' x 180'. (4-4)

MINNESOTA: MINNEAPOLIS-AIR ROUTE TRAFFIC CONTROL CENTER: About July 20, trans and rcvr 132.3 mc will be discontd.

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-PAR will issue dist values in n miles in connection with radar control. (5-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways.

**MORRIS ARPT: 188'(1278'MSL) lgtd steel twr erected 3.9 n mi NE (56°T) at lat 45-36-11, long. 95-53-14. (6-21)

ROCHESTER-RADIO: DME coverage 20°-245(, 35 n mi at min en route alt.

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd- const in progress-rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lndgs.

WINONA-RADIO: TVOR unusable beyond 14 mi-course instability. (3-30)

WORTHINGTON ARPT: N/S rnwy clsd-const-machinery on other rnwys. (7-2)

MISSISSIPPI: **COLUMBUS-LOWNDES CO. ARPT: 300' (557'MSL) lgtd rdo twr erected 19.9 n mi S (188°T) at lat 33-08-44, long. 88-25-35. (6-6) 175' (358'MSL) lgtd twr erected 2.9 n mi NW (32°T) at lat 33-29-43, long. 88-25-17. (6-5)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1)

GULFPORT MUN ARPT-TOWER: VHF/DF operated by Air Force from 1200-0600 on the following dates, inclusive: July 1-15, July 22-August 5, August 12-26. Trans and rcvg 121.5, 126.18, 137.88, 236.6, 243.0 and 121.3 mcs. Rcvg. 122.5 mcs. (6-22) FLD: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

**HATTIESBURG ARPT: 537' (732'MSL) lgtd TV twr erected 10 n mi N (353°T) at lat 31-27-12, long. 89-17-05. (5-15)

JACKSON-RADIO: Soon, VOR will be shut down.

McCOMB-PIKE COUNTY ARPT, 8C, MSY-STL: ENE/WSW lndg strip clsd-reseeding.

MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness and course displacement. (5-16)

**MERIDIAN-KEY FLD: 180' (680'MSL) lgtd rdo twr erected 23.9 n mi N (12°T) at lat 32-44-35, long. 88-38-09. (6-6) First 1500' rnwy 1 clsd-very rough-marked. (5-23)

YAZOO CITY-BARRIER ARPT: Effect. August 1, erection begins on 300' (580'MSL) twr 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24. (6-22)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off trng conducted during daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

KANSAS CITY-RADIO: LF rng and SE course is appr ox 5° wide due to severe multiples and is not satisfactory for lateral tfc separation.

KANSAS CITY ARPT: Due to non visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution-men, equip on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc info prior entering Kansas City ctl zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and hvy equip in this area during daylgt hrs will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar-area mrkd. 55' (976'MSL) lgtd boom on top travelling derrick in opern on new Missouri River bridge at lat 39-08, long. 94-35. Open trench along N taxiway from term area N to E/W rnwy then W on S side of E/W rnwy and at intsxn of rnwy 35 and 21- approx length 150'. Open trench 18" deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip on fld and crossing N taxiway. (6-27)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft xcpt on offical business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

**ROLLA ARPT: 14' gas service stn erected 0.5 n mi E (90°T) lat 37-59, long. 91-43.

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by lat 38-51, long 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL.

ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution- rnwys apchs rough and unusable. Grass area clsd.

ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs-mrkd. Aerobatic area for student training: Bounded by long. 90-00, and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-25)

ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only.

SPRINGFIELD ARPT: Caution-const in progress along E edge of parking area and S of main ramp along NW/SE taxiway. (7-3)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk.

MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down - relocation.

BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

★CUT BANK-RADIO: June 4, VOR shut down until approx Aug 4. Freq will be changed to 113.1 mc During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank. July 1, trans and rcvr 243.0 mc cmsnd. (7-5) This data rcvd too late for inclusion on ANRA page.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Following gross weight restrictions in effect. rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500. Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BEATRICE-RADIO: About Aug 1, TVOR will be cmsnd. Freq. 110.6 mc. Ident: BIE. Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvs: 121.5, 122.1 mc. Opers 0700-1900. Operated by State of Nebraska. (6-30)

NEBRASKA: CHADRON ARPT, SITE 15, CYS-HON: NNE/SSW rnwy clsd const. Caution - WNW/ESE rnwy.

KEARNEY-RADIO: About Aug 1, State TVOR will be cmsnd. Freq: 111.2 mc. Ident: EAR. Rcvs 121.5 and 122.1 mc. Monitor. category (1), 0700-1900. Monitor category (3),1900-0700.

LINCOLN-RADIO: ILS glide slope shut down. - will be relctd to 1650' SE of apch end rnwy 14. and 450' NE of centerline.

McCOOK-RADIO: About Aug. 1, State owned TVOR will be cmsnd. Freq: 110 mc. Ident: MCK. Rcvg: 121.5 and 122.1 mc. Monitor. category (1) 0700-1900 and Monitor. category (3) 1900-0700. Operates daily 0700-1900.

OMAHA-RADIO: VOR/DME shut down.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar.

**OMAHA-CLEAR RIDGE ARPT: 300' lgtd rdo twr erected 2.0 n mi ENE (74° T) at lat 41-19-06, long. 95-59-52. (5-31)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW durg daylgt hrs, Mon thru Fri. Area hazardous within a rdius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi, 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas.

★LAS VEGAS-RADIO: Crystal FM on NE course decmsnd and being relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. Durg this period the MEA will be affected as follows: V8, V21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. July 3, trans and rcvr 301.4 mc cmsnd. Rcvd too late for ANRA page.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo.)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution banner pickups and drops durg daylgt hrs - spray equip. testing.. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lights are set so touchdown area is 300' beyond range lgts SE end rnwy. (12-5)

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns.

BELMAR-MONMOUTH COUNTY ARPT: Caution - men, equip. on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc.

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

NEW JERSEY: MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail. on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at Terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstruction lights 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N closed to all operns from old run-up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsn F to terminal apron, 300' parallel to taxiway A. Men, equip. on fld. MILITARY: Closed to military acft xcpt on ofl bus. Closed to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to New Jersey National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all traffic patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area closed - use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnyws only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and military acft of gross rated take-off weight under 9000 pounds. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts pnly on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter landing area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Closed to jet propelled acft xcpt with pripr permission of arpt manager. (10-18)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness.

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All aircraft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 22 - closed - use as taxiway only.

**WOODBINE ARPT: 304' (311' MSL) twr erected 6.5 n mi SSE (169° T) at lat 39-07-29, long. 74-45-55. 304' (311' MSL) twr erected 6.0 n mi SE (155° T) at lat 39-08-21, long. 74-45-29. (6-21)

NEW MEXICO: CARLSBAD ARPT: Runway work in progress on rnwys 3-21 and 32L-14R. Usable. Open ditches alongside. Flare pots for ngt landing on request. (6-15)

CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 26L-8R closed to all traffic. (4-30)

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway.

GALLUP- SPECIAL NOTICE: Demolition activities 9 s mi SE, Monday thru Friday, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near edges rnwy. (9-29)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Bndry and rnwy lgts inop.

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

**SHIPROCK ARPT: Formerly carried as Shiprock-Indian Service . (6-23)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **AMITYVILLE-ZAHNS ARPT: Right traffic East and South. (6-21)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 nautical miles SSE of facility at minimum instr alt.

NEW YORK: BUFFALO-FADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
ELMIRA-FADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-FEPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: July 12, 26; Aug 12,26; Sept 9, 23 - drag races. W end of the E/W rnwy will remain open.
HEMPSTEAD-MITCHELL AFB-FADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.
HUGUENOT-FADIO: About Sept. 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long. 74-35-29. Elev: 1308' MSL. Monitor category (1). Monitored from Wilkes-Barre-Scranton, Pa. Variation: 11°W. (6-8)
IDLEWILD-FADIO: VOF coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.
KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (5-11)
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-FADIO: VOR radials 82°-230° have bends. (10-5)
MIDDLETOWN-FANDALL ARPT: Closed. (1-7)
NEWBURGH-STEWART AFB-FADIO: USAF VHF/DV bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY-SPECIAL NOTICE: Through July 28, 1956, all acft urged to avoid Lewishon stadium area located E of Hudson Riv midway between Central Park and George Washington bridge, between the hours 1930-2200 all days xcpt Fridays and Sundays. (6-18) Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Taxiway X, E of taxiway CC clsd to acft movement. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd-avail taxiing only. (4-2) Taxiway H now in opern. (4-12)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. June 8, PAR-1 shut down until approx Aug 3. (6-8) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft. General trucking, 40' crane, men, equip operg along inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd flags - days and lgtd ngts. Equip parked 250' from center line of rnwys when not in use. (6-28)
**NEW YORK-ROCKAWAY ARPT: Rgt tfc N, NE, E, SE. (6-21)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing. (5-22)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW Quadrant and 4500' in NW Quadrant. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NEW YORK: NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const. (9-22)
OGDENSBURG ARPT: E/W rnwy closed - const. (4-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-FADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)
ROME-GRIFFISS AFB-FADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, 0730-1615, Mon-Fri. Blast shock & flying missiles up to 1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using left hand pat at 1878' MSL. (4-28)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)
UTICA-FADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.
NORTH CAROLINA **ALBEMARLE SOUND-CAUTION AREA: Effect. July 26, Caution Area (C-10) will be rescinded. (4-24)
**CHARLOTTE-DOUGLAS ARPT: Rnwy 11-29 clsd perm to all acft over 30,000 lbs gross wt. Rnwy open days only to acft 30,000 lbs or less. (6-27)
COFIELD-FADIO: VOR will be cmsnd about July 26. Freq: 116.2 mc. Ident: CVI. Lctd lat 36-22-24, long. 76-52-18. Monitor category (3). Class: VORW. (7-2)
**ELKIN ARPT: Abandoned. (5-28)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.
GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down. Relocation. (3-8)Glide slope flyable to 20' above rnwy. No touchdown point.(4-27)
HICKORY-FADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)
**LONG POINT SHOAL-CAUTION AREA: Effect July 26, Caution Area (C-127) will be rescinded.
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.
RALEIGH-DURHAM-FADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. VOR radials 80° thru 100°, 125° thru 145°, 175° thru 290° unusable acct excessive roughness and bends. (5-9) About July 26, S course LF rng will be realigned from 015° to 048°. (5-31)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.
SALISBURY ARPT: Boundary lgts inoperative. (2-16)
WILLIAMSTON-RADIO: About July 26 VAR will be decmsnd. (6-20)
WILMINGTON-FADIO: VOR quad 65°-235° flgt-checked to shoreline only. VOR will be shut down until approx July 18. (6-7)

NORTH CAROLINA: WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. Open drainage ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27.

**WINSTON SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm clsd.

NORTH DAKOTA: **BOTTINEAU ARPT: Elevation: 1670'.

FARGO HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side.

JAMESTOWN-RADIO: About July 16, VOR/DME will be shut down until approx Sept. 16.

MADDOCK ARPT: Closed - construction.

MINOT-RADIO: VOR shut down until approx August 1 - modernization.

MINOT-PORT O'MINOT ARPT: Several unmarked and unlighted 29' poles erected 1900' NW end of NW/SE rnwy. 140' lgtd water tank erected 1 s mi W, 1600' N of centerline of E/W rnwy.

WESTHOPE ARPT: Field rough- use with caution.

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio Acrobatic------- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.

CANTON-MARTIN ARPT: Closed until September 1, 1956 - construction.

CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60°-150°, 35 n mi at min en route alt. (1-14) Effect. June 20, radar apch control service unavail 2400-0800. About August 13, VOR/DME will be shut down until approx Aug 31- freq will be changed from 115.6 mc to 115.4 mc.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip working on outer perimeter of ramp between 0800-1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas- flagged and lighted.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by tower.

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: About July 23, ILS will be shut down for approx four days. FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' construction derrick 1900' off apch and 900' left of centerline rnwy 5L-lgtd. Const. of north concourse in progress 800' N from main terminal.

CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only-steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.

COLUMBUS-RADIO: VOR shut down - relctn. VOR will be relctd to Appleton, Ohio at lat 40-09-04, long 82-35-23.

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way radio rqrd all types of acft. VFR Jet Traffic Rules--Take Offs: Rnwy 27- turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9- turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of airport. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in approach is used maintain 2,000' MSL as long as practical before starting normal descent on final approach.

COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME

OHIO: coverage 150°-220°, 30 n mi at 2400'. VOR has intermittent course reversal between 220° to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.

DAYTON-ARPT-TOWER: About July 20, trans and rcvr 119.5 mc will be decmsnd and 120.7 mc will be activated. FLD: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd.

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.

GROVE CITY-REAVER ARPT: E/W rnwy closed.

HAMILTON ARPT: Caution-grading on N side of E/W rnwy. Equip. on field.

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°), 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° rad; and on Victor 92, 310° radial.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtd cable trench area soft-wet.

PORT CLINTON ARPT: Sod areas usable, rough. Caution-land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions.

PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton Unicom.

SPRINGFIELD ARPT: Caution - controlled jet tfc operating off field.

TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope usable to end of rnwy 7.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.

WOOSTER ARPT: NE/SW rnwy closed - construction.

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 miles.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° **below 3500'. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32.

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

OKLAHOMA: **ANADARKO ARPT: 280'(1926'MSL) lgtd rdo twr erected 19.1 n mi NNW (352°T) at lat 35-22-38, long. 98-16-21.

ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BUTTE ARPT: Rnwy 2-20 lgts inop-clsd ngt air carrier operns only.

CLAREMORE-WILL ROGERS FLD: Boundary lights inoperative.

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed.

**EL RENO ARPT: 200' (1529'MSL) lgtd rdo twr erected 4.1 n mi E (105°T) at lat 35-30-25, long. 97-53-10.

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and night operations.

**HOBART ARPT: 260' lgtd twr erected 6.0 n mi SSE(167°T) at lat 34-53-30, long99-02-10. 265'(1760'MSL) lgtd rdo twr erected 6.1 n mi SSE(177°T) at lat 34-53-30, long 99-02-10. Rnwys 17 and 35 closed-resurfacing. Caution - men, equipment on field.

**KINGSTON-CANEY CREEK ARPT: ABANDONED.

McALESTER-RADIO: June 18, VOR shut down until approx August 18.

MANGUM-PONDER ARPT: Closed.

OKLAHOMA CITY-RADIO: About July 23, VOR will be shut down until August 23 - modernigation

OKLAHOMA CITY-WILEY POST ARPT: New 2640' E/W rnwy on S end of fld-usable. N/S NE/SW, NW/SE and old E/W rnry perm closed.

**PAWHUSKA ARPT: 186' (1169'MSL) lgtd twr erected 2.5 n mi E (98°T) at lat 36-40-12, long 96-18-37.

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes.

OKLAHOMA: TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. Rnwy 3R-21L daylgt hrs only.

OREGON: AURORA FLIGHT STRIP: Auto drag races will be conducted on the following dates: July 15, 21, 22, 29; August 12, 26; September 16 and 30.

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

CASCADE LOCKS-STEVENSON ARPT: Caution-paving of rnwy. (6-8)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad-caution. (8-3)

**EUGENE, MAHLON-SWEET ARPT: Half of taxiway 12 from Administration bldg to SE end of fld clsd-hazard mrkd. 80 and 100 octane fuel available.

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615 from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36-max height 45'. Caution-equip crossing rnwys. (5-24)

LAPINE ARPT: Caution-const. (6-8)

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16) Rnwy 14-32 clsd-const.

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only andon the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161°, and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PINEHURST ARPT: Caution-const. (6-8)

PORTLAND INTN'L ARPT: All inbnd acft equipped with appropriate multipe rdo freq shall make initial contact with Portland Apch Ctl on 118.1 mc regardless of weather.

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld.

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting operns occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys-hazardous.

TROUTDALE ARPT: Use rnwys and taxiways only-sink holes developing in grass area.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. About Sept. 10, VOR/DME will be shut down until approx Sept. 28-modernization.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6.

BRISTOL-3M AIRPORT: Caution-const equip on S apch N/S rnwy-hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi-due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily, Mon-Fri, 0800-1700. N bndry-lat 40-01; S-lat 39-59-30; E-long. 77-47-W long 77-49.

PENNSYLVANIA: CLEARFIELD ARPT: Closed. (2-2)

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229' MSL. Class: BVOR. (4-13)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.

ERIE-PORT ERIE ARPT: Usable length NE/SW rnwy now 5000'. (4-13)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi at 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG -STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. Rnwy 14-32 clsd-const off NW end rnwy avail for SE take off only.

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt.

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.

LEWISTOWN ARPT: Caution-strips under const, men, equip on fld.

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)

PHILADELPHIA-SPECIAL NOTICE: Acft avoid flying in vcnty Robin Hood Dell in Fairmount Park Section 7.0 nmi NNE Philadelphia International Arpt Mon, Tues, Thurs. 1930-2130 until Sept. 15- music festivals.

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9-flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35-mrkd days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: Rnwy 6-24, 300' E end rnwy 10-28 and taxi strip between rnwys 24 and 28 clsd-const. Rnwy 10 clsd lndgs. 40' unlgtd pole-line 950' W of apch end rnwy 10. (5-14)

PHILIPSBURG-RADIO: About July 16, VOR/DME will be shut down until approx Sept 1-modification and installation of TACAN. (6-25)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PINE GROVE-RADIO: VOR mobile test unit placed in opern June 19. Freq 108.2 mc. Lctd lat 40-33-19, long. 76-35-50. (6-19)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. About Sept. 10, VOR/DME will be shut down until approx Oct. 19-modernization.

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men, equip working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two-ft trenches lctd 5 to 30' from edges and ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg system serving the E/W rnwy cmsnd. System consists of green bar lgts across the rnwy at the threshold and 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. Lgts are variable in brightness and controlled by the Allegheny Twr. Brightness settings are determined by prevailing wea conditions.

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1)

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH ARPT: Extensive civil aircarrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-216°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at min en route alt.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
TOWANDA ARPT: Closed - flooded. (3-8)
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Closed to transient acft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths. About July 9, VOR will be shut down until approx Sept. 19. (6-15)
CHARLESTON-AFB MUNICIPAL ARPT: Rnwy 3-21 clsd. Hvy equip. and const vicinity intersection rnwys 3-21 and 15-33. (4-9)
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. (4-10) About July 26, LF rng will be realigned as follows: NE course from 232° to 192°; SW course from 52° to 12°. (6-5)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, and all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB.
MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: N/S rnwy lcsd - const. Ctc MYR rdo for landing conditions.
NICHOLS ARPT: Caution - const.
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Odrnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.
**MOBRIDGE ARPT: 198' (2148' MSL) lgtd rdo twr erected 5.5 n mi E (112° T) at lat 45-31-50, long. 100-20-30.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers inreliable 165°-290°, below 5500'; 290°-350° below 6500'; 290°-300°, on 121.5 mc at 50 n mi.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd - const. (6-5)
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mi S.
WATERTOWN-RADIO: About July 9, VOR will be shut down until approx Sept. 1 - modernization.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy # 5 via Knoxville is invited to the proximity of the W course fo Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (6-30)
DYERSBURG ARPT: Rnwy lgts inop. (4-13)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses; -
TENNESSEE: Caution - VOR has occasional momentary course disturbance in mountainous areas.
**KNOXVILLE-ISLAND ARPT: 704' (2049' MSL) lgtd TV twr erected 2.1 n mi NNW (350° T) at lat 36-00-20, long. 83-56-20.
MEMPHIS-RADIO: About Aug 27, VOR will be shut down until approx Sept 27-modernization.
**MEMPHIS NAS-SPECIAL NOTICE: Effect. July 26, Control Area and Caution Area (C-111) will be rescinded.
MEMPHIS ARPT-TOWER: ASR will issue dist values in n miles in connection with radar control.
NASHVILLE-RADIO: VOR courses 210°-250° unusable. Radials 030°-120° unusable beyond 15 n mi, bends and roughness. DME coverage 165°-270°, 35 n mi at MEA. June 26, VOR shut down until approx July 26 - modernization. (6-25)
NASHVILLE-BERRY FLD: Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. Temp 115' lgtd twr lctd 2500 - 3000' SE of centerline rnwy 15-33.
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping.
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
**ALICE MUN ARPT: 200' (390' MSL) lgtd rdo twr erected 8.5 n mi SSW (214° T) at lat 27-38-09, long. 98-05-42. Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S. F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
**AMARILLO-TRADEWIND ARPT: 130' (3766' MSL) lgtd water tank erected 4.0 n mi SSW (218° T) at lat 35-08-20, long. 101-51-00. (5-18)
**ANDREWS-OOUNTY ARPT: 208' (3313' MSL) lgtd rdo twr erected 3.0 n mi SW (236° T) at lat 32-18-02, long. 102-34-44. (6-28)
AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat - extensive jet opern all alt. Neon apch lgt sys inop. Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop.
**BAKERSFIELD-LIGON RACH ARPT: Abandoned.
BEAUMONT-JEFFERSON COUNTY ARPT: ILS lclzr and shelter 12' high 2700' E centerline apch end rnwy 29 and glide slope bldg 15' high 400' W of centerline rnwy 11-29 and 1000' from apch end rnwy 11 under const - unlgtd.
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BROWNSVILLE-MAULDIN MUN ARPT: 165' (187' MSL) lgtd temp derrick erected 2.1 n mi WNW (3-5° T) at lat 25-58-00, long. 97-33-00.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
**CANDELARIA-HOWARD ARPT: Formerly carried as Candelaria Arpt. (6-2)
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.
**COLORADO CITY ARPT: 155' (2295' MSL) lgtd rdo twr erected 1.9 n mi E (108° T) at lat 32-22-45, long. 100-50-20.
CORPUS CHRISTI-RADIO: About Aug. 6, VOR will be shut down until Sept. 6 - modernization.
**CORPUS CHRISTI-CUDDIHY ARPT: 684' (748' MSL) lgtd TV twr erected 7.2 n mi WNW (294° T) at lat 27-46-46, long. 97-37-31.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
DALLAS-RADIO: Rcvr 255.4 mc unreliable. Coverage 30 n mi at MEA N clockwise thru E.
DALLAS-LOVE FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius. Formation take-offs not permitted. (6-21)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)

TEXAS: **EDCOUCH-WALKER ARPT: 180' (240'MSL) lgtd rdo twr erected 2.9 n mi ESE (130°T) at lat 26-16-42, long. 97-54-40.

**EDINBURG-CLAY: 200' (272'MSL) lgtd rdo twr erected 14 n mi (15°T) at lat 26-33-00, long. 98-06-30. (5-25)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265° 300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited.

FALCON-UTAH ARPT: Abandoned. (6-9)

**FALFURRIAS-BROOKS COUNTY ARPT: 200' (320'MSL) lgtd rdo twr erected 17 n mi S (184° T) at lat 26-55-12, long. 98-08-04. (6 25)

**FORT STOCKTON-HENDERSON TWO ARPT: Elev: 3500'.

FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)

**FT. WORTH-CONN ARPT: Abandoned. (6-4)

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GONZALES ARPT: New fld. Type: P. Lat 29-32, long. 97-28. Lctn: 0.5 NE. Elev: 350'. No. of rnwys: 1. Longest rnwy & facs: 33-S3. Fuel: F1. Remarks: Caution-when wet.

**GULF COAST ARPT: Permanently closed. (7-9)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

HARLINGEN-RICHARDS ARPT: 165' (205'MSL) lgtd temp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long. 97-46-45.

**HEREFORD PAETZOLD ARPT: New fld. Type: P. Lctn: 1 mi SE. Elev: 3808. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3. (4-28)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radial 306° unreliable; radials 120°-140° unusable acct scalloping and bends. About July 23, VOR/DME will be shut down until approximately August 20. Freq will be changed from 114.1 mc to 115.9 mc. (7-5)

HOUSTON-GULF COAST ARPT: Closed. (7-1)

**HOUSTON-INTERNATIONAL ARPT: 300' (339'MSL) lgtd stack erected 4.0 n mi NNW (354° T) at lat 29-43-27, long. 95-16-00. (6-22) Caution-aerial targets will be dropped on arpt between 0800-1600 Sats & Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)

HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S & E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable. (6-1)

JEFFERSON-CYRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345° - excessive course displacement. (11-14)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG COUNTY ARPT: Two lgtd antenna poles with platforms 35' high erected 1000' E of center line N/S rnwy, 500' S of N taxiway. (12-16)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

**MARATHON-DUGOUT MOUNTAIN ARPT: Abandoned. (6-7)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylight hrs Suns. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

TEXAS: McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings. (1-24)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINEOLA-WISENER ARPT: Rough-use extreme caution. (4-25)

MINERAL WELLS RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

PALACIOS-RADIO: May 15, VOR shut down until approx July 17. (5-15)

PERRYTON ARPT: Bndry and bcn lgts inoperative. (4-26)

PORT ISABEL ARPT: Unsafe-under const. (6-22)

QUITMAN-RADIO: VOR shut down. (6-26)

**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried Rio Grande Arpt) Type: P. Lngst rnwy & facs: 23 - S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved interntttently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. April 19, VOR shut down until approx July 16 - modernization. Concurrent with shut down, Salt Flat int estab using El Paso 080° radial and V-94 adj stn arwy radial. MEA El Paso to Salt Flat Int via V-16 10,800' MSL. Salt Flat int to Gore Int via V-16 14,000' MSL. Gore Int to Wink published MEA. (6-21)

SAN ANGELO-MATHIS ARPT-TOWER: Effective July 1, CAA twr will be cmsnd. Freq: 272 kc. Trans: 118.3, 257.8, 243.0 mc. Rcvs: 3023.5 kc; 122.5, 1118.3, 257.8, 243.0 mc. Trans & rcvs 121.9 mc mobile gnd tfc. Class: AC(g). (6-6)

**SAN ANTONIO-STINSON ARPT: 194' (794'MSL) lgtd rdo twr erected 3.1 n mi NNW (343°T) at lat 29-23-33, long. 98-29-22. (6-28)

SAN MARCOS ARPT: Clsd - const. (4-9)

**SANTA ELENA-DIAMOND O RANCH AIRSTRIP: Elev: 420. (6-7)

**SANTA ELENA-HUMBLE KELSEY FLD: Elev: 250'. (6-6)

**SNYDER-WINSTON ARPT: 150' (2573'MSL) lgtd twr erected 11.5 n mi ESE (121°T) at lat 32-37-27, long. 100-45-37. 300' (3058' MSL) lgtd rdo twr erected 13.5 n mi NW (328°T) at lat 32-53-36, long. 101-06-35. (5-31)

**SPOFFORD-JAMESON RANCH ARPT: Formerly carried Spofford, Flying X Ranch Arpt.

**SUNDAN MUN ARPT: Abandoned. (6-11)

SULPHUR SPRINGS-RADIO: Soon VOR will be shut down until approx Aug 27. During shut down, MEA Texarkana to Dallas via V-16 will be 3800'. (6-18)

**TERLINGUA-MENCHIN RANCH ARPT: Abandoned. (6-19)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glideslope not to be used from MM to touchdown - caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WICHITA FALLS-SHEPPARD AFB: 3300' NW end rnwy 12-30 usable for lgt acft daylgt hrs only. Rnwy 17-35C no longer usable for landings & take-offs - usable for taxiway only.

UTAH: BOONEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-900°, 35 n mi; 350°-30° and 180°-220°, 35 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

**PRICE-CARBON COUNTY ARPT: Unicom. (6-12)

SALT LAKE CITY RADIO: VOR shut down until approx June 25. The following arwys will not be usable during shutdown: V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger. (5-25)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040° 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145°-155°, 35 n mi, and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm. (Tel. Capital 3-2311 Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel Capital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution - 500' exten S end rnwy 35 under const, men, equip on field.

BRISTOL ARPT: E/W rnwy closed, obstruction.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.

VIRGINIA: SPECIAL NOTICE : On or about June 26, 1956, obstn lgts and mrkgs on the MRL antenna poles at Blackstone, Norfolk and Tappahannock will be perm discontd.

BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info.

CHASE CITY-EMILES ARPT: Extension to S end rnwy under construction.

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to aircraft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS discontd - Martinsburg, W. Va. will control VOR and LF ranges. Auto. wea trans entered on Service A.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

GRUBBS-RADIO: VOR operg on test basis. Freq: 109.2 mc. Ident: GBS. Lctd at latitude 38-20-09, long 77-21-11. Class: VORW.

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. Soon VOR/DME will be shut down until approximately August 3.

LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available-2200'.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, nights.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for milti-engine executive and non-scheduled acft.

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.

WEST POINT ARPT: Caution-men, equip. on rnwys 0730-1630 daily xcpt Sat and Sun.

WILLIAMSBURG-SPECIAL NOTICE: After 0730 daily avoid flying within a 5 mile radius of lat 37-16, long 76-43 - concerts.

WILLIAMSBURG-COLLEGE ARPT: Caution NE/SW rnwy under const. Men, equip on rnwy all hours.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLEVUE ARPT: 40' power crane working S end of rnwy in apch zone.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SE rnwy closed to hvy traffic.

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.

DEER PARK ARPT: E/W rnwy closed on alternate Sundays - drag races.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown, prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs.

**FORT LEWIS-CONTROLLED FIRING AREA: Effect. July 26, the following Controlled Firing Area will be established: Name: Fort Lewis, Wash. Description: From a point of Northern Pacific RR at lat 47-05-22, long 122-30-15; easterly to a highway at lat 47-05-22, long. 122-26-00; southeasterly along this highway to lat 47-01-20, long 122-22-00; southwesterly to lat 46-59-40, long 122-26-00; westerly to lat 46-59-40, long 122-30-00; northwesterly to lat 47-00-50, long 122-32-10; thence northerly along the eastern edge of R-503 and R-504 to point of beginning at lat 47-05-22, long 122-30-15. Time of Use: Daylgt hrs only. Activities conducted: Artillery firing, intermittent air/ground firing and aerial bombing in support of ground troops. Controlling Agency: CG, Fort Lewis, Wash.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'.

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmarked.

PULLMAN-MOSCOW ARPT: Closed to night operns.

SEATTLE-RADIO: July 5, VOR shut down until approx July 15. (7-5)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is bases upon an increase in separation standards from 500 to 1000' between flight levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below 2,000' vertical separation above 29,000'.

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat W of fld at 1500'- use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr-caution.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: ASR will issue dist values in n mi in connection with radar control. Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 7-25 and 11-29 clsd. Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be clsd to all 4 engine acft.

SHELTON-RADIO: Soon, Z marker associated with H fac will be changed to low powered FM. Class: HW.

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'.

**SPOKANE-CAUTION AREA: Effect. July 20, Caution Area (C-249) will be rescinded.

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy. Equip. on field.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. Effect. May 7, request all VFR tfc arriving Geiger Arpt or utilizing apch facilities to Geiger for practice purposes make initial rdo contact with Spokane apch control on appropriate apch ctl freq in lieu of contacting Geiger twr. Contact Geiger twr lcl ctl freq approx 5 mi from arpt unless instructed otherwise. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21. Rnwy 7-25 closed to all operations.

TACOMA-RADIO : July 16, RAPCON surveillance radar will be shut down until approx July 30 - modification. RAPCON will provide enroute ctl and manual apch ctl during this period using Anchorage, Alaska separation standards.

TACOMA ARPT: Runways being repaired. Caution - land according to wind tee between runways.

[redacted]: TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
YAKIMA-RADIO: VOR flgt-checked for en route Voctor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
[redacted]: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (6-25)
ELKINS-PADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (2-24)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Constr under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy. (5-4)
**PETERSBURGH ARPT: 285' lgtd rdo twr erected 7.5 n mi NE(64°T) at lat 39-03-06, long 79-00-16. (7-2)
[redacted]: EAU CLAIRE-RADIO: About Aug 6, VOR will be shut down until approx Sept 30 - modernization. (7-5)
GREEN BAY-RADIO: VOR shut down until approx Aug 1 - modernization. (6-4)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
LONE ROCK-RADIO: About July 9, VOR will be shut down until approx Sept. 1 - modernization. (6-5)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd - const - marked with yellow barricades and flares ngts. (4-23)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-9) All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. (1-9) Parking fac limited - itinerant military acft on unofficial bus may find parking fac unavailable. (5-14)
MILWAUKEE-MAITLAND FLD: Closed all operns. (5-29)
**STOUGHTON-NELSON ARPT: Abandoned.
TOMAHAWK-FOREST PROTECTION ARPT: Closed - const. (7-2)
[redacted]: CASPER-NATROMA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29) Rnwy 12-30 closed. Acft to be parked on rnwy. (6-7)
CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd, const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)
KEMMERER ARPT: Caution - reseeded and soft. (6-22)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed. (4-12)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy closed - marked.
[redacted]: SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equipment on fld. Use extreme caution. (10-4)
[redacted]: SAN JUAN-ISLA GRANDE ARPT: Rnwy 9R/27L clsd. Men, equipment of fld. All tfc use rnwy 9L/27R. (7-9)
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower. Caution. (6-7)

√RADIO—SPECIAL NOTICE—IMPLEMENTATION OF FREQUENCIES

Following stations have implemented 243.0 mc (and other frequencies as indicated) which were received too late for inclusion on ANRA pages:

Alabama
Anniston
Evergreen
Muscle Shoals
Tuscaloosa

Arkansas
Fayettville
Little Rock
Walnut Ridge

California
Marysville (255.4)
Oakland

Florida
Cross City
Key West
Melbourne
Tampa International Tower
Vero Beach

Georgia
Albany
Alma
Augusta (257.8)
Brunswick
Columbus
La Grange
Macon
Valdosta

Louisiana
Baton Rouge
Lake Charles
Monroe (255.4)
Shreveport Downtown Tower (257.8)
Shreveport Greater Shreveport Tower

Mississippi
McComb
Meridian (255.4)

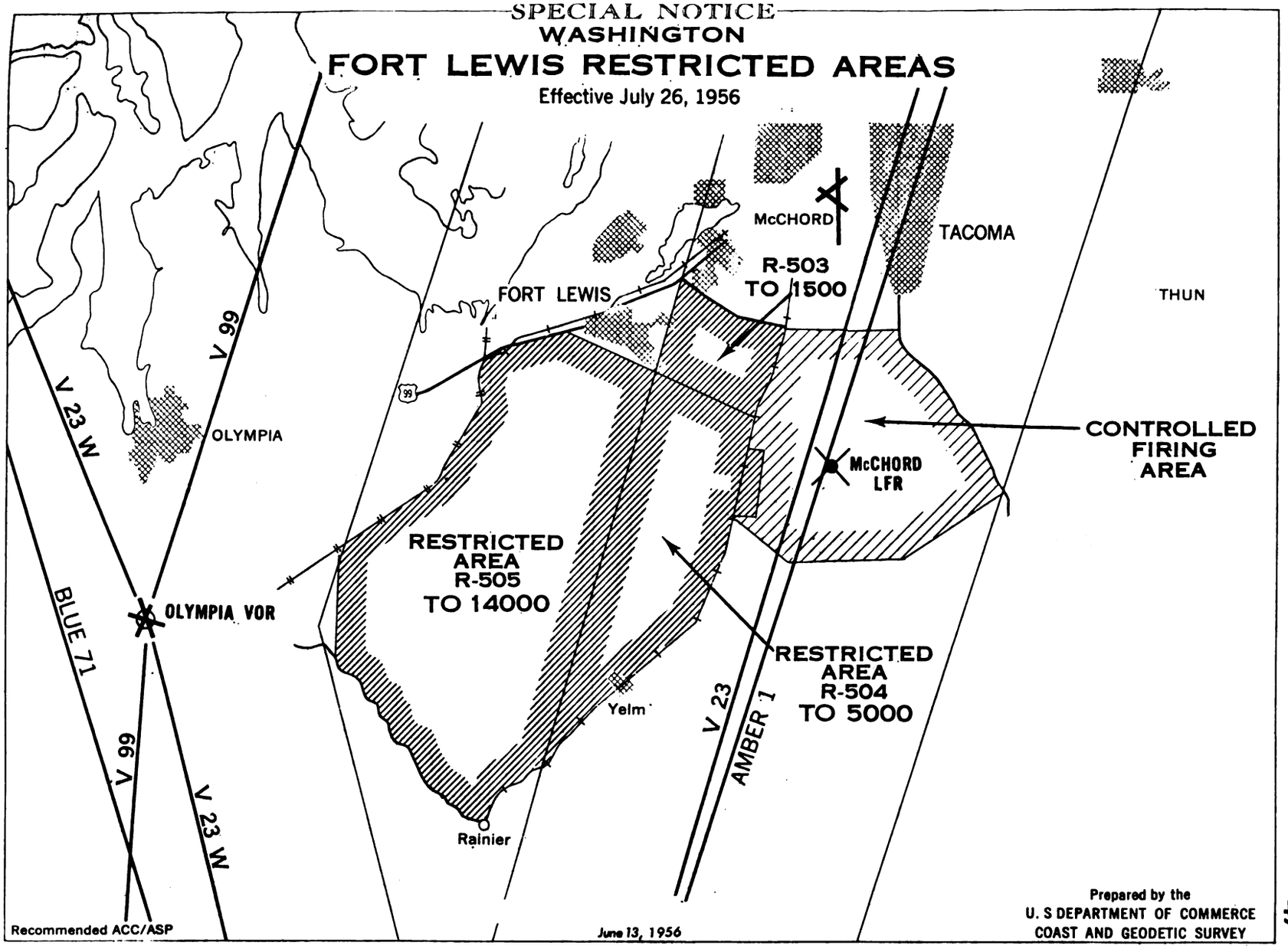
North Carolina
Elizabeth City
Lumberton
New Bern

Oklahoma
Ardmore
Hobart
Ponca City

South Carolina
Anderson
Florence

Tennessee
Crossville
Dyersburg (255.4)
Jackson
Knoxville
Memphis
Tri-City

Texas
Cotulla (255.4)
Dallas INSACS and Love Field Tower
El Paso Tower (257.8)
El Paso INSACS (255.4)
Galveston
Laredo
Longview
Lufkin
Midland Tower
Mineral Wells
San Antonio also at Tower
Wichita Falls Sheppard Tower
Wink


SPECIAL NOTICE
WASHINGTON
FORT LEWIS RESTRICTED AREAS
Effective July 26, 1956
McCHORD
TACOMA
R-503
TO 1500
FORT LEWIS
THUN
V 99
V 23 W
OLYMPIA
99
CONTROLLED
FIRING
AREA
McCHORD
LFR
RESTRICTED
AREA
R-505
TO 14000
OLYMPIA VOR
BLUE 71
V 99
V 23 W
RESTRICTED
AREA
R-504
TO 5000
Yelm
V 23
AMBER 1
Rainier
Recommended ACC/ASP
June 13, 1956
Prepared by the
U. S DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

(10 July 1956)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

(DISTANCES ARE IN NAUTICAL MILES)

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY, FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
AKRON, OHIO Akron Arpt. 1051 SBMRLZ-DTV AKR Procedure Number 1 Amendment Number 4 Effect. date: 11 August 1956 Supersedes Amdt. No. 3 dtd. 12 November 1954. Major Changes: Procedure turn altitude revised. Missed approach distance revised-nautical miles.				W side S crs. 201 - outbnd 021 - inbnd 2400 within 10 mi.	1800	077 0.2	T-dn C-d C-n A-dn	400-1 600-1 600-1.5 800-2	400-1 500-1.5 600-1.5 800-2	400-1 700-1.5 700-1.5 800-2	Within 0.2 miles....climb to 2500' on N crs. of Akron LFR within 10 miles. Note: Procedure turn conducted W to avoid traffic at Akron, Canton, Ohio.
Procedure Number 2 Amendment Number 1 Effect. date: 11 August 1956. Supersedes Amdt: "Original" dated 12 November 1954. Major Changes: Nautical miles; missed approach distance revised.				S side W crs. 290 - outbnd 110 - inbnd 2500 within 10 mi.	2000	077 0.2	T-dn C-dn A-dn	400-1 700-1 800-2	400-1 700-1.5 800-2	400-1 700-1.5 800-2	Within 0.2 miles, climb to 2500' on N crs. of Akron LFR within 10 miles.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
AKRON, OHIO Akron-Canton Arpt. 1228 ILS CAK LOM CA Procedure Number 1 Comb. ILS/ADF Amendment Number 9 Effect. date: 18 Aug. 1956 Supersedes Amdt. No. 8 dated 2 April 55. Major Changes: Final approach transitions added.	Akron LFR	LOM	176 11.2	2500	E side S crs. 186 - outbnd 006 - inbnd 2500 within 10 mi.	ILS 2400 ADF 2000 over LOM	2410 3.7	1450 0.7	T-dn C-dn #S-dn 1 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	3.7 Miles after passing LOM(ADF)..climb to 2500' on crs. of 045° to E crs. Akron LFR. Alternate missed approach (when requested by ATC) make a right climbing turn and return to LOM at 2500'. #400-0.75 required with glide slope inoperative.
	Intsxn. SW crs. Akron LFR & 90° brng to LOM	LOM	090 5.2	2500									
	Intsxn. E crs. Akron LFR & 235° brng on LOM	LOM	235 12.4	2500									
	Wingfoot Intsxn.	LOM	186 10.4	2500									
	Berghols Rbn.	Canton Intsxn.	304 26.0	2500	Straight-in approach authorized from Canton Intersection (Intersection S course Akron-Canton ILS and 124° bearing to Berghols Rbn or Mansfield VOR 094° radial).								
	Wilmot Intsxn.	Canton Intsxn.	054 10.0	2500									
AUSTIN, TEXAS Mueller Arpt. 631 ILS-IAUS VOR-AUS NW crs. ILS Procedure Number 2 Amendment-Original Effect: 11 August 1956	AUS VOR	Plateau Intsxn.	260 5.5	2500	W side NW crs. 305 - outbnd 125 - inbnd 2500 within 10 mi. of Plateau Intsxn.	NO GLIDE SLOPE Plateau Intsxn. 2300 Burnet Intsxn. 1400	Burnet Intsxn. to Rnwy 12 2.4 mi.		*T-dn C-dn S-dn 12 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 2000' on SE crs. ILS within 20 miles. When directed by ATC turn left, climb to 2000' on radial 100° within 20 miles. *200-0.5 authorized on Runways 16R, 34L, 12R and 30L only.
	Lake Travis Intsxn.	Plateau Intsxn.	125 6.6	2300									
	Plateau Intsxn. (final)	Burnet Intsxn.	125 4.6	1400									
BALTIMORE, MD. Friendship Intn'l Arpt. 146 ILS BAL LOM BA Procedure Number 1 Amendment Number6 Comb. ILS/ADF Effect. date: 18 Aug. 56 Supersedes Amdt. No. 5 dated 6 Aug. 1955. Major Changes: Final transitions identified.	Intsxn. NE crs. Arcola LFR & W crs. ILS	*Highland Intsxn.	101 16.6	1700 **	S side W crs.. 281 - outbnd 101 - inbnd 1500 within 10 mi.	ILS 1500 ADF 1200 over LOM	1260 3.8	335 0.6	T-dn C-dn S-dn 10 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 3.8 miles after passing LOM(ADF).....climb to 1500' on E crs. ILS or crs. 101° from LOM within 10 miles. *Highland Intsxn. - Intsxn N crs. Andrews LFR & W crs. ILS or 101° brng to LOM.
	Lisbon Intsxn.	*Highland Intsxn.	130 13.3	1800 **									
	Highland Intsxn. (final)	LOM	101 4.7	1500 (ILS) 1200 (ADF)									
	Relay Intsxn.	LOM	221 4.3	1500	**After interception of localizer course inbound, descent on glide slope to cross outer marker at 1260' is authorized.								
	Beltsville FM	LOM	030 9.5	1600									
	Lisbon Intsxn.	LOM	122 17.4	1800									
	Baltimore VOR	LOM	254 4.7	1500									
CINCINNATI, OHIO Greater Cincinnati Arpt. 890 ILS-CVG LOM CV Comb. ILS/ADF Procedure Number 1 Amendment No. 9 Effective date: 18 Aug. 56 Supersedes Amdt. No. 8 dated 30 July 55. Major Changes: Revises transitions to permit straight-in approach.	Cincinnati VOR	LOM	144 2.8	2000	E side of crs. 180 - outbnd 360 - inbnd 2000 within 10 mi.	2000 (ILS) 1500 (ADF)	1987 3.9	1055 0.5	T-dn C-dn S-dn 36 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	3.9 Miles after passing LOM(ADF)...climb to 2300' on N crs. ILS to New Baltimore Intsxn. or when directed by ATC make a left climbing turn climb to 2300' on track of 285° from LMM within 15 miles.
	New Baltimore Intsxn.	LOM	180 20.0	2300									
	Cincinnati LFR	LOM	235 18.2	2400									
	Dry Ridge Intsxn.	LOM	360 19.1	2000*									
	Bridgetown Intsxn.	LOM	190 11.3	2400									
	Grants Lick Intsxn.	S crs. ILS	278 13.2	2000*	*After interception of localizer course inbound, descent on glide slope to cross outer marker at 2000' is authorized.								
	Union Intsxn.	LOM	360 3.6 (ADF)	2000* 1500									
	Radar terminal area transition altitudes: From 022° to 105°, 2500' within 30 miles; from 105° through 180° to 022°, 2000' within 15 miles, 2500' within 30 miles.												

(10 July 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / M FREQ AND IDENT. / M FREQ AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLEVELAND, OHIO Cleveland Arpt. 789 ILS CLE LOM CL Comb ILS/ADF Procedure Number 1 Amendment Number 13, Effect date 16 Aug. 1956 Supersedes Amdt. No. 12 dtd 19 October 1955 Major Changes: Final transitions added.	Cleveland LFR	LOM	224 3.7	2200	S side SW crs. 234 - outbnd 054 - inbnd 2200 within 10 mi.	ILS 2200 ADF 1700 over LOM	2070 3.9	1020 0.5	T-dn C-dn S-dn *ILS 5L ADF 5L, 5 A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1 5 300-0.75 400-1 600-2 800-2	3.9 Miles after passing LOM(ADF) make a right climbing turn, climb to 3000' on N ♦ side E crs. Cleveland LFR. Alternate missed approach procedure(when requested by ATC) 1. Make right ♦climbing turn, proceed to LOM at 2600' or, 2. Climb to 2500' on NE crs. ILS within 15 mi. ♦ Caution: 1970' TV towers approximately 7 miles ESE of airport.
	Elyria FM	LOM	121 7.9	2200									
	Walter Intsxn.	LOM	054 16.3	2200 **									
	Intsxn. SW crs. ILS or 054° brng to LOM and CLE VOR 135° radial.	LOM	054 7.5	2200 **									
	Cleveland VOR	SW crs. ILS	102 8.7	2200 **					*400-0.75 required with glide slope inoperative.				
	**After interception of localizer course inbound, descent on glide slope to cross outer marker at 2070' is authorized. Note: The following radar transition altitudes are applicable to all procedures; S, NW & N quadrants of Cleveland LFR within 10 miles 2000', within 30 miles, 3000', in SE quadrant within 30 miles; 3000' in all quadrants in accordance with established radar patterns.												
COLUMBUS, OHIO Port Columbus Arpt. 816 ILS CMH LOM CM Comb ILS ADF Procedure Number 1 Amendment Number 6 Effect date: 11 August 1956 Supersedes Amdt. No. 5, dated 30 July 1955 Major Changes: Deletes ADF transition from Newark FM.	Columbus LFR	LOM	093 7.8	2500	N side E crs. 096 - outbnd 276 - inbnd 2500 within 10 mi. (NA beyond 10 mi.)	ILS 2500 ADF 2000 over LOM	2595 5.4	1093 0.61	T-dn C-dn S-dn 27 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0 5 500-1.5 200-0.5 400-1 600-2 800-2	5.4 Miles after passing LOM(ADF)... climb to 2500' on West course ILS or crs. 276° from LOM within 15 miles.
	Newark FM (final)	E crs. ILS	255 10.0	2500									
	Intsxn E crs. ILS or 276 bearing to LOM & radial 120° to CMH VOR (final)	LOM	276 5.8	2500 ILS 2099 ADF									
	Columbus VOR	LOM	157 3.9	2500									
	Radar terminal area transition altitudes: 25 miles 35 miles 40 miles	Within		2500 3000 4000									
LONG BEACH, CALIF. Municipal Arpt. 56 ILS LGB LOM LG Comb ILS/ADF Procedure Number 1 Amendment Number 1 Effect. 18 Aug. 56 Supersedes Amdt. No. 0 dated 17 March 1956 Major Changes: New data in nautical miles; note on glide slope unit location.	LGB LFR	LOM	130 1.3	1500	S side SE crs. 120 - outbnd 300 - inbnd 1500 within 10 mi. of LOM (Beyond 10 mi. NA)	1400 ILS 1100 ADF	1320 4.7	245 0.7	T-dn C-dn S-dn Rnwy 30 ILS ADF A-dn ILS ADF	300-1 500-1 300-0.75 400-1 600-2 800-2	300-1 600-1 300-0.75 500-1 600-2 800-2	*200-0.5 600-2 300-0.75 500-1 600-2 800-2	Within 4.7 miles...after passing LOM(ADF) climb to 800' on NW crs. LGB LFR; turn left to 200°, continuing climb to intsxn S crs. LAX LFR and proceed to San Pedro Intsxn. at minimum of 2,500'. Caution: Standard clearance over obstructions not provided for circling minimums, 300' hill with oil derricks 1 mi S of arpt. *300-1 required for take-off runways 16, 16R, 25L, 34R. Note: Glide slope unit now at beginning of usable portion runway ♦ 30-800' SE end closed permanently.
	Huntington Beach FM (final)	LOM	300 8.2	1400									
	San Pedro Intsxn.	LOM	033 13.4	1500									
	LGB VOR	LOM	199 2.0	1500									
	Intsxn. SW crs. El Toro LFR & SE crs. LGB LFR (final)	LOM	297 13.2	1400									
	Intsxn. SW crs. El Toro LFR & LGB radial 122 (final)	LOM	293 13.2	1400									
MILWAUKEE, WISC. General Mitchell Field ILS-MKE LOM-MK Procedure Number 1 Comb ILS ADF Amendment Number 9 Effect date: 22 June 1956 Supersedes Amdt. No. 8 dtd 21 June 1956 Major Changes: ILS weather minimums revised.	MKE-LFR	LOM	195 2.2	2000	E side S crs. 186 - outbnd 006 - inbnd 2000 within 10 mi.	ILS 2000 ADF 1400 over LOM	2035 4.0	918 0.5	T-dn C-dn S-dn 1 ILS ADF A-dn ILS ADF	300-1 600-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 600-2 800-2	200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	Within 4.0 miles after passing LOM, climb to 2700' on N crs. MKE-LFR within 20 miles, or when directed by ATC, make left climbing turn to 2300' and intercept 109° radial MKE-VOR and proceed to MKE-VOR. *Descent to 2000' authorized after passing intersection inbound.
	Franksville FM (final)	LOM	354 6.5	ILS 2000									
	Franksville FM (final)	LOM	354 6.5	ADF 1400									
	Intsxn. N course MKE LFR & ILS S course	LOM	186 3.7	2000									
	Genesee FM	LOM	106 21.7	2000									
	Racine Intsxn. VHF	LOM	302 11.3	3000*									
	Cardinal Intsxn. VHF	LOM	186 14.8	2700									
	MKE VOR	LOM	127 22.6	2300									
NIAGARA FALLS, N.Y. Municipal Arpt. ILS IAG LOM IA Comb ILS ADF Procedure Number 1 Amendment Number 4 Effect date: 18 Aug. Supersedes Amdt. No. 3 dated 28 Jan. 56 Major Changes: Deletes final transitions.	Buffalo VOR	LOM	330 13.7	2000	N side E crs. 098 - outbnd 278 - inbnd 1800 within 10 mi. of LOM	ILS 1800 ADF 1300 over LOM	1755 4.2	805 0.6	T-dn C-dn S-dn 28R ILS ADF A-dn *ILS ADF	300-1 500-1 ‡300-0.75 400-1 600-2 800-2	300-1 500-1 ‡300-0.75 400-1 600-2 800-2	*200-0.5 500-1.5 ‡300-0.75 400-1 600-2 800-2	Within 4.2 miles after passing LOM(ADF)... climb to 2000' on W crs. ILS or bearing 278° from LOM within 10 miles. *300-1 required on runways 10R, 28L, 18 and 36. ‡400-0.75 required with glide slope inoperative. Standard approach lighting not installed.
	Wolcottsville FM	LOM	286 12.0	1800 **									
	Intsxn. ILS E crs. & NE crs. Buffalo LFR	LOM	278 13.5	1800 **									
	Buffalo LFR	LOM	338 10.6	2000									
	Intsxn. SE crs. Toronto LFR & E crs. ILS (or bearing 098° to LOM)	LOM	098 3.9	1800									
	Buffalo VOR	E crs. ILS	346 11.0	2000 **	**After interception of localizer course inbound, descent on glide slope to cross outer marker at 1755' is authorized. *All installed components of the ILS must be operating, otherwise alternate minimums of 800-2 apply.								
	Buffalo LFR	E crs. ILS	008 9.0	2000 **									
RICHMOND, VA. Byrd Field 167 ILS RIC LOM RI Comb ILS ADF Procedure Number 1 Effect date: 18 Aug. Amendment No. 7 Supersedes Amdt. No. 6, dated 6 Aug. 55 Major Changes: Final transitions identified.	Flat Rock VOR	ILS SW crs	120 17.0	1500 ♦	**W side SW crs. 243 - outbnd 063 - inbnd 1500 within 10 mi.	ILS 1500 ADF 900 over LOM	1370 3.8	370 0.6	T-dn C-dn S-dn 6 ILS ADF A-dn ILS ADF	300-1 400-1 *200-0.5 400-1 600-2 800-2	300-1 500-1 *200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 *200-0.5 400-1 600-2 800-2	Within 3.8 miles after passing LOM(ADF)..... climb to 1500' on crs. of 063° within 10 miles of LOM; Alternate procedure(when directed by ATC) make a left climbing turn to 1500' on N crs. Richmond LFR within 10 miles. **Procedure turn conducted West to avoid television antennae South of airport.
	Flat Rock VOR	ILS LOM	106 21.1	2000									
	Richmond LFR	ILS LOM	285 2.7	1500									
	Intsxn. N crs. Richmond LFR & SW crs. ILS	ILS LOM	243 3.2	1500									
	Chester FM	ILS SW crs.	340 4.4	1500 ♦									
	Manakin Rbn.	ILS LOM	130 17.4	2000									
	Chester FM	ILS LOM	020 6.5	1500	♦After interception of localizer course inbound, descent on glide slope to cross outer marker at 1370' is authorized. *400-0.75 required with glide slope inoperative.								

(10 July 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
ROCHESTER, N.Y. Monroe County Arpt. 558 ILS ROC LOM RO LMM OC Comb. ILS/ADF Procedure Number 1 Amendment No. 4 Effect. date: 18 Aug. 56 Supersedes Amdt. No. 3 dated 1 Jan. 54 Major Changes: Transition added to permit straight-in approaches.	Rochester LFR	LOM	076 3.2	2000	N side E crs. 097 - outbnd 277 - inbnd 2000 within 10 mi. of LOM.	ILS 2000 ADF 1500 over LOM	2100 4.5	793 0.6 ¶	T-dn ILS ADF C-dn *S-dn 28 ILS A-dn #ILS ADF	300-0.75 300-1 500-1 300-0.75 600-2 800-2	300-0.75 800-1 600-1 300-0.75 600-2 800-2	200-0.5 200-0.5 600-1.5 300-0.75 600-2 800-2	Within 4.5 miles after passing LOM.. climb to 2000' on W crs. of Rochester LFR. Note: Glide slope provides approxomately 183' clearance over smoke spire 756' MSL located 3.2 miles W of the LOM. Air Carrier Note: Take-off on runway 12 and landing on runway 30 NA.
	Rochester VOR	LOM	096 5.2	2000									
	Rush Intsxn.	LOM	047 7.3	2000									
	Farmington Intsxn.	LOM	313 8.7	2000									
	Farmington Intsxn. (final transition)	ILS E crs.	333 6.2	2000									
SPRINGFIELD, ILLINOIS Capital Arpt. 593 ILS LOM Comb. ILS/ADF Procedure Number 1 Original Effective date: 11 July 1956. Supersedes: None. Major Changes: 1. New procedure	SPI LFR	LOM	271 1.2	2000	S side of crs. 218 - outbnd 038 - inbnd 2000 within 10 mi.	2000	2000 5.1	786 0.6	T-dn C-dn S-dn 4 A-dn *ILS ADF	300-1 400-1 300-0.75 600-2 800-2	300-1 500-1 300-0.75 600-2 800-2	200-0.5 500-1.5 300-0.75 600-2 800-2	Within 5.1 miles, climb on NE crs. ILS or brng. 038° from LOM to 2000' within 20 miles. *All installed components of the ILS must be operating; otherwise, alternate minimums of 800-2 apply. No approach lights.
	SPI VOR	LOM	217 9.5	2000									

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DETROIT, MICHIGAN Detroit City Arpt. 626 MH DET Procedure Number 1, Amendment No. 6 Effect. date: 18 August 1956 Supersedes No. 5 dated 14 July 1956. Major Changes: 1. Transition altitude revised - (obstruction).	RML LFR	068 20.8	2300	E side of crs. 149 - outbnd 329 - inbnd 2000 within 10 mi.	1500	329 2.3	T-dn C-dn A-dn	*500-1 700-1 800-2	*500-1 700-1 800-2	*500-1 700-1.5 800-2	Within 2.3 miles, climb to 2300 on track of 329° to Warren Intsxn. *300-1 take-off minimums authorized runway 33 only. Air Carrier Note: Sliding scale NA.
	Windsor LFR	328 5.5	Final 1500								
	Windsor VOR	357 6.0	2300								
ROCKFORD, ILLINOIS Greater Rockford Arpt. 734 "H" RFD Procedure Number 1 Original Effective date: 11 July 1956 Supersedes: None Major Changes: None	RFD LFR	180 13.0	2500	E side of crs. 183 - outbnd 003 - inbnd 2000 within 10 mi.	1500	002 4.7	T-dn C-dn S-dn 36 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.7 miles, make right turn, climb to 2000' proceed to RFD "H".
	JVL VOR	176 27.0	2500								
	Intsxn. JVL VOR 223° radial & 090° bearing to "H"	090 27.0	2000								
	Intsxn. 054° bearing to RFD LFR & 090° bearing to "H"	090 17.8	2000								
	Intsxn. 314 bearing to RFD LFR & 270° bearing to "H"	270 13.4	2000								

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a PAR approach or, for more than 30 seconds during an ASR approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing, minimums; or (D) if landing is not accomplished.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): TWO ENG. OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG. OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG.: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG.: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
BOSTON-BEDFORD, MASS. Hanscom Arpt. 135 Procedure Number 1, Amendment Number 1 Effect. date: 18 Aug. 56 Supersedes Amdt. : Original dated 21 July 56. This procedure premised on the use of USAF GCA. Major Changes: Alternate minimums added.	All directions 2000' within 15 miles.	All	T-dn	300-1	300-1	200-0.5	300-1	300-1	200-0.5	Make an immediate left turn to 320°, climb to 3000', then go direct to Bedford "HW" facility or as approach control directs. LOSS OF COMMUNICATIONS PROCEDURE - Climb to 3000', then go direct to Bedford "HW" facility or as approach control directs. CAUTION: 570' MSL tower 3 mi. NE of airport.
		All	C-dn	500-1	500-1	500-1.5	500-1	500-1	500-1.5	
		11	S-dn	400-1	400-1	400-1	500-1	500-1	500-1	
		5	S-dn				500-1	500-1	500-1	
		All	A-dn	800-2	800-2	800-2	800-2	800-2	800-2	

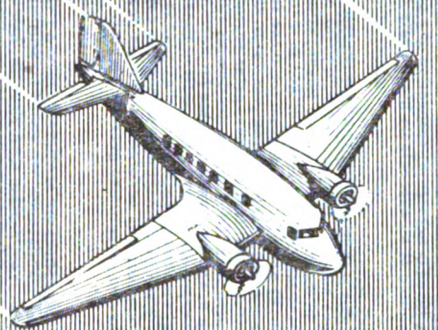
(18 July 1956)

NOTE: Bearings, headings, courses are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

U. S. GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE
Interference on INSACS Communications Channels - page 3

AIRMAN'S GUIDE



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NOTICES TO AIRMEN Page 2

VOL. 11 ,NO. 10 . . . . . JULY 24,1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequences available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations). N

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..- -.-... (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight

(24 July 1956)

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportation, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable	-	suitable for ILS back course approaches
Restricted	-	not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches
Unusable	-	not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particulary cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

CONTROL BOUNDARY CHANGES: August 1, 1956, the following boundary changes between the Salt Lake City, Oakland and Seattle Centers shall become effective. Control Boundary: From the present boundary at 45°N, 115°W to 45°N, 116°45'W, to 43°55'N, 118° 30'W to 42°N, 118°30'W, to 42°, 117°30'W, to 40°N, 117°30'W to join the present boundary.

MEMPHIS AND ATLANTA CENTER BOUNDARIES: Effective July 26, 1956, the Memphis Center and Atlanta Center boundaries are amended as follows: Beginning at the present boundary crossing VOR civil airway No. 54 to a point 40 miles W of the Chattanooga, Tenn., VOR stn, thence direct to cross VOR civil airway No. 5, Amber civil airway No. 6 and VOR civil airway No. 243 on a 30 mile arc NW of the Chattanooga, Tenn., LF rng stn; thence direct to cross VOR civil airway No. 165, VOR civil airway No. 16 and Green civil airway No. 5 on a 30 mile arc W of the Crossville, Tenn., VOR stn; thence direct to the present boundary at 36°15'N and 85°45'W.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608-Restricted Areas-Amendment 174)
(August 23, 1956)

(1) In Section 608.56, the Leon, West Virginia, area (R-490), published on October 20, 1955 in 20 F.R. 7902 is rescinded.

(Part 608-Restricted Areas Amendment 175)
(August 10, 1956)

(1) In Section 608.30, the Oscoda, Michigan, area (R-81 formerly D-81), published on July 16, 1949, in 14 F.R. 4287 is rescinded.

(2) In Section 608.30, the Upper Lake Huron, Michigan, area (R-91 formerly D-91), amended on June 13, 1951 in 16 F.R. 5616 is further amended by changing the "Designated Altitudes" column to read: "Surface to 50,000 feet MSL."

(3) In Section 608.31, the Upper Red Lake, Minnesota, area No. 1 (R-186) amended on March 26, 1955, in 20 F.R. 1846, is further amended by changing the "Designated Altitude" column to read: "Surface to 50,000 feet MSL."

(4) In Section 608.31, the Upper Red Lake, Minnesota, area No. 2 (R-406), amended on September 21, 1955, in 20 F.R. 7074 is rescinded.

(5) In Section 608.31, the Grand Marais, Minnesota, area (R-187) amended on April 9, 1955 in 20 F.R. 2302, is further amended by changing the "Designated Altitude" column to read: "Surface to 50,000 feet MSL", and the "Time of Designation" column to read: "Day and night." NOTE: This area to be used only during VFR Weather conditions.

(6) In Section 608.49, the Scenic, North Dakota, area (R-190), amended on September 21, 1955 in 20 F.R. 7074, is further amended by changing the "Designated Altitude" column to read: "50,000 feet MSL." (24 July 1956)

(7) In Section 608. 30, the Upper Lake Huron, Michigan, area No. 2 (R-491), published on July 13, 1955 in 20 F.R. 4981, is further amended by changing the "Designated Altitude" column to read: "50,000 feet MSL."

(8) In Section 608.31, the Camp Ripley, Minnesota, area (R-191), amended on September 21, 1955 in 20 F.R. 7074, is further amended by changing the "Designated Altitude" column to read: "Surface to 27,000 feet MSL."

(Part 608-Restricted Areas Amendment 176)
(August 24, 1956)

(1) In Section 608.30, the Sturgeon Bay, Michigan, area (R-502), published on May 25, 1956, in 21 F.R. 3496 is amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at latitude 44°48'00", longitude 87°16'00"; thence to latitude 45°23'00", longitude 86°47'00"; thence to latitude 45°18'00", longitude 86°28'00"; thence to latitude 45°10'00", longitude 86°17'00"; thence to latitude 44°39'00", longitude 86°42'00"; thence to latitude 44°23'45", longitude 86°48'45"; thence to latitude 44°30'30", longitude 87°24'30"; thence to point of beginning".

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective August 23, 1956, unless otherwise advised the following civil airways control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber civil airway No. 9(Charleston, S. C., to Norfolk, Va.) is amended to read: "From the Charleston, S. C., rdo rng stn via the Myrtle Beach, S. C., non-directional radio beacon; Wilmington N.C., non-directional radio beacon; New Bern, N.C., non-directional radio beacon; the intersection of a line bearing 11° True from the New Bern N. C., non-directional radio beacon and the SW course of the Norfolk, Va., radio range station to the Norfolk, Va., radio rng stn The portions of this airway between 11,000 feet and 16,000 feet above MSL and between 23,000 feet and 45,000 feet above MSL which lie within the Cherry Point, N.C., night restricted area R-125 are excluded during the hrs. of darkness".

(2) Amber civil airway No. 14(Washington D.C to New York, N.Y.) is amended to read: "From the Riverdale Maryland non-directional radio beacon via the intersection of the S crs. of the Harrisburg, Pa. radio range and the W crs. of the Baltimore, Maryland, radio range; the intersection of the S crs. of the Harrisburg Pa., radio range and the NE crs of the Arcola Va., radio range to the Lancaster, Pa., non-directinnal radio beacon. From the Willow Grove, Pa. (Navy) radio range stn. via the intersection of the NE crs. of the Willow Grove, Pa., (Navy) radio range and the E crs. of the Allentown, Pa., rdo rng to the Chatham, N.J., non-directional radio beacon."

(3) Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.), is amended by changing the last portion to read: "From the Lansing, Mich., radio rng stn to the intersection of a line bearing 127°True from the Lansing, Mich., radio rng stn to its intersection with the W crs. of the Detroit, Mich., radio range.".

(4) Red civil airway No. 45 is amended by changing caption to read: "(Blackstone, Va., to Lancaster, Pa.)" and by deleting the portion which reads: "From the Lancaster, Pa., non-directional rdo beacon to the Willow Grove, Pa.,(Navy) radio range station."

(5) Red civil airway No. 104(Greensboro, N.C. to Raleigh, N.C.) is amended to read: "From the Greensboro, N.C., rdo rng stn to the intersection of the SE crs. of the Greensboro, N.C. rdo rng with a line bearing 191°True from the Raleigh, N.C., radio range".

(6) VOR civil airway No. 8 (Long Beach, Calif., to Washington, D.C.) is amended by changing the portion which reads: "Daggett, Calif., omnirange stn"to read: "Daggett, Calif., omnirange stn,, including a N alternate from the Long Beach omnirange stn to the Daggett omnirange station via the point of intersection of the Long Beach omnirange 024°True and the Los Angeles omnirange 057° True radials and the point of intersection of the Los Angeles omnirange 057°True and the Daggett omnirange 235°True".

(7) VOR civil airway No. 10(Pueblo, Colo., to New York, N.Y.) is amended by changing all after Selinsgrove, Pa., omnirange stn to read: "Selinsgrove, Pa., omnirange stn; point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 217°True and the Stroudsburg, Pa., omnirange 270° True rads; Stroudsburg, Pa., omnirange stn; to the point of intersection of the Stroudsburg omnirange 114°True radial and the LaGuardia(New York, N.Y.) airport ILS lclzr SW course".

(8) VOR civil airway No. 17 (Laredo, Texas to Goodland, Kansas) is amended by changing the portion which reads: "Austin, Texas omnirange station, including an E alternate via the intersection of the San Antonio omnirange 061° True and the Austin omnirange 158° True rads and a W alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237°True radials"; to read: "Austin, Texas omnirange stn.,including a W alternate via the intersection of the San Antonio omnirange 002° True and the Austin omnirange 237°True radials".

(9) VOR civil airway No. 30(Milwaukee, Wisc., to Nantucket, Mass.) is amended by changing the portion which reads: "Allentown, Pa., omnirange stn.; to the point of intsxn of the Allentown omnirange 088°True and the Caldwell, N.J. omnirange 217°True radials", to read: "to the Allentown, Pa., omnirange stn.".

(10) VOR civil airway No. 38 is amended by changing the caption to read: "(Iowa City, Iowa to Elkins, W. Va.)" and by changing all before the Findlay, Ohio omnirange stn to read: "From the Iowa City, Iowa omnirange stn via the intsxn of the Iowa City omnirange 092°True and the Joliet omnirange 265°True radials; Joliet, Ill., omnirange stn.; Peotone, Ill., omnirange stn.; Ft. Wayne, Ind., omnirange stn.; Findlay, Ohio omnirange stn."

(11) VOR civil airway No. 58(Bergholz, Ohio to Hartford, Conn.) is amended to read: "From the point of intsxn of the Youngstown, Ohio omnirange 195° True and the Wheeling, W. Va., omnirange 313°True radials via the Ellwood City, Pa., omnirange stn.; intsxn of the Ellwood City omnirange 087°True and the Philipsburg omnirange 267°True radials; Philipsburg, Pa., omnirange stn.; Williamsport, Pa., omnirange stn.; intsxn of the Williamsport omnirange 088°True and the Wilkes-Barre-Scranton omnirange 238°True radials; Wilkes-Barre-Scranton, Pa., omnirange stn.; Poughkeepsie, N.Y., omnirange stn., Hartford, Conn., omnirange stn.; to the point of intsxn of the Hartford omnirange 130°True and the River Head, N.Y., omnirange 042° True radials.

(12) VOR civil airway No. 74 is amended by changing the caption to read: "(Dodge City, Kans., to Little Rock, Ark.,)" and by changing all before the Tulsa, Okla., omnirange stn. to read: "From the Dodge City, Kans. omnirange stn via the Anthony, Kans., omnirange stn.; Ponca City, Okla omnirange stn.; Tulsa, Okla. omnirange stn., including a South alternate."

(13) VOR civil airway No. 88(Tulsa, Okla. to Vichy, Mo.) is amended to read: "From the Tulsa, Okla. omnirange stn via the intsxn of the Tulsa, omnirange 050° True and the Springfield omnirange 261°True rads; Springfield, Mo. omnirange stn.; Vichy, Mo. omnirange stn.; to the point of intsxn of the Vichy omnirange 084°True and the St. Louis, Mo. omnirange 170°True radials".

(14) VOR civil airway No. 128(Chicago, Ill. to New Bern, N.C.) is amended by changing the portion which reads: "York, Ky. omnirange stn., including a S alternate via the intsxn of the Cincinnati omnirange 120° True and the York omnirange 272°True rads.;" to read: "York, Ky. omnirange stn.; including a S alternate via the intsxn of the Cincinnati omnirange 120° True and the York omnirange 271°True radials".

(15) VOR civil airway No. 153(New York, N.Y. to Syracuse, N.Y.) is amended to read: "From the Caldwell, N.Y omnirange stn via the Stillwater, N.J. omnirange stn.; Wilkes-Barre-Scranton, Pa., omnirange stn.; point of intsxn of the Binghamton, N.Y. omnirange 071°True and the Syracuse omnirange 149°True radials; to the Syracuse, N.Y. omnirange stn."

(16) VOR civil airway No. 163 is amended by changing the caption to read: "(Brownsville, Texas to Oklahoma City, Okla)", and by adding a new first portion to read: "That airspace over United States territory from the Brownsville, Texas omnirange station via the intsxn of the Brownsville omnirange 339° True and the Alice omnirange 171° True radials; Alice, Texas omnirange stn.; to the San Antonio, Texas omnirange station."

(17)VOR civil airway No. 164(Bradford, Pa., to New York, N.Y.) is amended to read: "From the Bradford, Pa. omnirange stn via the intsxn of the Bradford omnirange 097°True and the Williamsport omnirange 306° True rads.; Williamsport, Pa. omnirange stn.; point of intsxn of the Allentown, Pa. omnirange 329° True and the Wilkes-Barre-Scranton, Pa. omnirange 224°True radials; to the Stroudsburg, Pa. omnirange station, including a S alternate from the Williamsport omnirange stn to the Stroudsburg omnirange stn via the intsxn of the Williamsport omnirange 125°True and the Stroudsburg omnirange 270°True radials."

(18) VOR civil airway No. 217(Chicago, Ill., to Green Bay, Wisc.) is amended to read: "From the Naperville, Ill. omnirange station via the point of intersection of the Janesville, Wisc. omnirange 107° True and the Chicago Heights, Ill. omnirange 342°True radials; point of intsxn of the Chicago Heights omnirange 342°True radial and the Milwaukee(General Mitchel Field) ILS lclzr front course; Milwaukee, Wisc. (General Mitchel Field) ILS lclzr; intsxn of the Milwaukee (General Mitchel Field) ILS lclzr back course and the Green Bay omnirange 165°True radial; to the Green Bay, Wisc. omnirange station."

(19) VOR civil airway No. 245 is added to read: "(Unassigned)".

(20) VOR civil airway No. 246(Dayton, Ohio to Mansfield, Ohio) is added to read: "From the Dayton, Ohio omnirange station to the Mansfield, Ohio omnirange station.".

(21) VOR civil airway No. 247 is added to read: "(Unassigned)".

(22) VOR civil airway No. 248 is added to read: "(Unassigned)".

(23) VOR civil airway No. 250(Bergholz, Ohio to Fitzgerald, Pa.) is added to read: "From the point of intsxn of the Youngstown, Ohio omnirange 195°True and the Wheeling, W. Va. omnirange 313°True radials via the Ellwood City, Pa. omnirange station; intsxn of the Ellwood City omnirange 054°True and the Fitzgerald omnirange 240°True radials; to the Fitzgerald, Pa. omnirange station."

(24) VOR civil airway No. 174(Vichy, Mo. to Washington, D.C.) is amended by changing the portion which reads: "York, Ky., omnirange station; intsxn of the York omnirange 076° True and the Elkins omnirange 270°True radials; Elkins, W. Va. omnirange station;" to read: "York, Ky., omnirange station; Elkins, W. Va., omnirange station."

(25) VOR civil airway No. 189 (Pittsburgh, Pa., to Brookville, Pa.) " is revoked".

CONTROL AREAS: (1) Red civil airway No. 45 is amended by changing the caption to read: "(Blackstone, Va., to Lancaster, Pa.)". (24 July 1956)

(2) VOR civil airway No. 17(Laredo, Texas to Goodland, Kans.) is amended to read: "All of VOR civil airway No. 17 including an E alternate and W alternates".

(3) VOR civil airway No. 38(Iowa City, Iowa to Elkins, W. Va.) is amended to read: "All of VOR civil airway No. 38".

(4) VOR civil airway No. 58 (Bergholtz, Ohio to Hartford, Conn.) is amended to read: "All of VOR civil airway No. 58".

(5) VOR civil airway No. 74 (Dodge City, Kans. to Little Rock, Ark.) is amended to read: "All of VOR civil airway No. 74 including a N alternate and S alternates."

(6) VOR civil airway No. 88 (Tulsa, Okla. to Vichy, Mo.) is amended to read: "All of VOR civil airway No. 88".

(7) VOR civil airway No. 153 (New York, N.Y. to Syracuse, N.Y.) is amended to read: "All of VOR civil airway No. 153".

(8) VOR civil airway No. 163(Brownsville, Texas to Oklahoma City, Okla.) is amended to read: "All of VOR civil airway No. 163 including an E alternate".

(9) VOR civil airway No. 189 (Pittsburgh, Pa. to Brookville, Pa.) "is revoked".

(10) VOR civil airway No. 217 (Chicago, Ill. to Green Bay, Wisc.) is amended to read: "All of VOR civil airway No. 217".

(11) VOR civil airway No. 245 is added to read: "(Unassigned)".

(12) VOR civil airway No. 246(Dayton, Ohio to Mansfield, Ohio) is added to read: "All of VOR civil airway No. 246".

(13) VOR civil airway No. 247 is added to read: "(Unassigned)".

(14) VOR civil airway No. 248 is added to read: "(Unassigned)".

(15) VOR civil airway No. 250(Bergholtz, Ohio to Fitzgerald, Pa.) is added to read: "All of VOR civil airway No. 25[illegible]4.

CONTROL AREA EXTENSIONS: (1) (Reading, Pa.), is revoked.

(2) (Newberg, Oreg.) is added to read: "Within 5 miles either side of the 70°True radial of the Newberg omnirange extending from the omnirange station to its intsxn with the Portland, Oreg., omnirange 96° True radial".

(3) (Medford, Oreg.) is amended by adding the following portion to present control area extension: "and within 5 miles either side of the 270°True radial of the Medford omnirange extending from the omnirange stn to VOR civil airway No. 27".

(4) (New York, N.Y.) is amended to read: "That airspace within a radius of 125 miles of the Idlewild, N.Y., omnirange stn extending clockwise from the 238°True radial to the 328° True radial of the omnirange thence within a radius of 30 miles of the Idlewild omnirange stn., extending clockwise from the 328°True radial to the 238°True radial of the omnirange".

(5) (Spokane, Wash.) is amended to read: "That airspace within a radius of 45 nautical miles centered on Fairchild Air Force Base, Spokane, Washington".

(6) (Allentown, Pa.) is revoked.

(7) (Fort Worth, Texas) is amended by changing the last portion which reads: "and on the S by VOR civil airway No. 114 N" to read: "and on the S by Red civil airway No. 10".

(8) (Mountain Home, Idaho) is amended to read: "Within 5 miles either side of a direct line extending from the Mountain Home non-directional radio beacon to the Boise, Idaho, radio range station, and the airspace within a 35 mile radius of the Mountain Home AFB bounded on the NE by Green civil airway No. 10, excluding the portion which overlaps restricted area R-254".

(9) (Little Rock, Ark.) is amended to read: "That airspace withina 50 mile radius of the Little Rock radio range station, excluding the portion which overlaps restricted areas R-134 and R-135".

(10) (Miramar, Calif.) is added to read: "That airspace bounded on the N by Red civil airway No. 65, on the E by Blue civil airway No. 14, on the S by Red civil airway No. 9 and on the W by Amber civil airway No. 1, excluding the portion which overlaps restricted area R-297".

(11) (Alice, Texas) is amended to read: "That airspace within 5 miles either side of a direct line extending from the Alice, Texas omnirange station to the Cotulla, Texas omnirange station, and the airspace within a 35 mile radius of the Alice radio range station, excluding the portion which overlaps restricted areas".

(12) (Portsmouth, N.H.) is added to read: "That airspace within a 10 mile radius of the Portsmouth AFB".

CONTROL ZONES: (1) Five mile radius zones is amended by deleting the following airport: Mountain Home, Idaho; Mountain Home AFB.

(2) (Dover, Del.,) is amended to read: "Within a 6 mile radius of Dover AFB, within 2 miles either side of the Dover ILS lclzr crs. extending from AFB to a point 10 miles S of the ILS outer marker, and within 2 miles either side of the SE crs. of the Dover AFB radio rng. extending from the radio rng stn. to a point 10 miles SE, excluding the portion which overlaps restricted area R-12".

(3) (Sedalia, Mo.,) is amended by changing the name "Sedalia AFB" to read: "Whiteman AFB".

(4) (Oscoda, Mich.,) is amended by changing the name "Oscoda AFB" to read:"Wurtsmith AFB" and by changing "danger areas" and read: "restricted areas".

(5) (Utica, N.Y.) is amended to read: "Within a 5 mile radius of Oneida County Airport and within 2 miles either side of the ILS lclzr course extending from the airport to the Utica non-directional radio beacon, excluding the portion which overlaps the Griffis AFB control zone".

(6) (Mojave, Calif.,) is added to read: "Within a 5 mile radius of MCAAS, Mojave, Calif., excluding the airspace above 20,000 feet MSL and excluding the airspace which overlaps restricted areas R-279 and R-306".

(7) (Mountain Home, Idaho) is added to read: "Within a 5 mile radius of the Mountain Home AFB and within 2 miles either side of lines bearing 136°True and 316°True extending from the AFB to points 8 miles NW and SE".

(8)(Miramar, Calif.,) is added to read: "Within a 5 mile radius of the Naval Air Station, Miramar, Calif., excluding the portion which overlaps the San Diego, Calif., control zone".

(9) (Portsmouth, N.H.) is added to read: "Within a 5 mile radius of the Portsmouth AFB and within 2 miles either side of a line bearing 144°True from the AFB extending to a point 10 miles SE of the ILS outer marker".

(10) (Peoria, Ill.,) is amended to read: "Within a 5 mile radius of Greater Peoria Arpt., within 2 miles either side of the N course of the Peoria radio range extending from the radio range station to a point 12 miles N, and within 2 miles either side of the 102° True and 282° True radials of the Peoria omnirange extending from the 5 mile radius zone to a point 12 mi. W of the omnirange station".

(11) (San Diego, Calif.,) is amended to read: "Within a 5 mile radius of Lindbergh Field, San Diego, Calif., and within 2 miles either side of the N course of the San Diego radio range extending from the radio range station to the La Jolla fan marker".

(12) (Austin, Texas) is amended by adding the following portion to present control zone: "and within 2 miles either side of the centerline of the Bergstrom AFB North-South runway extending from the AFB 5 mile radius zone to a point 3 miles S of the Bergstrom non-directional radio beacon".

(13) (San Antonio, Texas) is added to read: "That airspace lying one mile W of and 3 miles E of and parallel to lines bearing 001°True and 181°True from a point centered on Brooks AFB North-South runway at latitude 29°20'30", longitude 98°26'00", extending from this point to points 4 and one half miles North and South".

REPORTING POINTS: (1) Amber civil airway No. 9 (Charleston, S.C., to Norfolk, Va.) is amended to read: "Myrtle Beach, S.C., non-directional radio beacon; Wilmington, N.C. non-directional radio beacon; New Bern, N.C., non-directional radio beacon; the intsxn. of a line bearing 11°True from the New Bern, N.C., non-directional radio beacon and the SW course of the Norfolk, Va., radio range".

(2) Red civil airway No. 45 is amended by changing the caption to read:"(Blackstone, Va., to Lancaster, Pa.)".

DOMESTIC VOR REPORTING POINTS is amended by adding the following reporting point to read: Clareville Intsxn - the intsxn. of the Alice, Tex., omnirange 010° True and the Corpus Christi, Tex., 321°True radials.

√ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BUO - Beaumont, Calif. (Reassignment)
COL - Colts Neck, N. J., VOR (Change from OLT REP about August 10)
CZZ - Campo, Calif. (Assignment)
EDV - East Dover, Maine, REP (Assignment)
MWS - Mt. Wilson, Calif. (Reassignment)
RFX - Rapid City, S.D., Radiobeacon (Assignment)
HJ - Holberg, B.C.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective August 23, 1956:

Section 610.13 Green Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Oakland,Calif. LFR	Sacramento,Calif. LFR	5000
Bay Point,Calif. FM	Sacramento,Calif.LFR NE-bound only	2000

Section 610.14 Green Civil Airway 4 is amended to read in part:

FROM	TO	MEA
*Albuquerque, N.Mex.LFR	Otto,N.Mex.LFR	11000

*10300 - MCA Albuquerque LFR,E-bound (deletes MCA at Otto LFR)

Section 610.101 Amber Civil Airway 1 is amended to read in part:

FROM	TO	MEA
Sacramento,Calif. LFR	Williams,Calif.LFR S-bound	2000
	N-bound	3000
Newhall,Calif. LFR	Wheeler Ridge INT,Calif.	10000
Castaic,Calif.FM	Newhall,Calif.LFR S-bound only	8000
Wheeler Ridge INT,Calif.	Bakersfield,Calif.LFR N-bound	6000
	S-bound	10000

Section 610.102 Amber Civil Airway 2 is amended to delete:

FROM	TO	MEA
Crystal,Nev.FM	Las Vegas,Nev.LFR SW-bound only	6500

Section 610.105 Amber Civil Airway 5 is amended to delete:

FROM	TO	MEA
Nesbitt,Tenn.FM	Memphis,Tenn.LFR N-bound only	1500

Section 610.107 Amber Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Washington,D.C. LFR	Relay INT,Md.	1600

Section 610.109 Amber Civil Airway 9 is amended to read in part:

FROM	TO	MEA
New Bern,N.C. LF/RBN	Harrellsville INT, N. C.	1200
Harrellsville INT, N.C.	Norfolk,Va.LFR	1400

Section 610.114 Amber Civil Airway 14 is amended to delete:

FROM	TO	MEA
Lancaster,Pa. LF/RBN	Willow Grove,Pa. LFR	2500

Section 610.211 Red Civil Airway 11 is amended to read in part:

FROM	TO	MEA
Int.124-304 M brg. Enid(Vance) LF/RBN & NE crs. Gage LFR	Enid(Vance),Okla.	2600
Enid(Vance),Okla. LF/RBN	Mulhall INT,Okla.	2600

Section 610.216 Red Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Columbia,S.C.LFR	Coward INT,S.C.	1900
Coward INT,S.C.	Florence,S.C.LFR	1300

Section 610.228 Red Civil Airway 28 is amended to read in part:

FROM	TO	MEA
Lansing,Mich.LFR	Int.309-129 M brg. Lansing LFR & W crs. Detroit-Romulus LFR	2900

Section 610.229 Red Civil Airway 29 is amended to read in part:

FROM	TO	MEA
Harrisburg,Pa. LFR	Westminister INT, Md.	2500
Westminister INT, Md.	Ellicott INT,Md.	2000

Section 610.231 Red Civil Airway 31 is amended by adding:

FROM	TO	MEA
Stanton,Minn. LF/RBN	LaCrosse,Wis.LFR	2000

Section 610.233 Red Civil Airway 33 is amended to read in part:

FROM	TO	MEA
Arcola,Va.LFR	Westminister INT, Md.	2500
Westminister INT, Md.	Lancaster INT,Pa.	2000

Section 610.237 Red Civil Airway 37 is amended to delete:

FROM	TO	MEA
Hainesville INT, Tex.	Int. N crs Tyler LFR & W crs Shreveport, La. LFR	1700

Section 610.245 Red Civil Airway 45 is amended to delete:

FROM	TO	*MEA
Lancaster,Pa. LF/RBN	Willow Grove,Pa. LFR	2500

Section 610.259 Red Civil Airway 59 is amended to read in part:

FROM	TO	MEA
Int.S crs Garden City LFR & NW crs Gage LFR	Gage,Okla.LFR	4200

Section 610.268 Red Civil Airway 68 is amended to delete:

FROM	TO	MEA
El Paso,Tex.LFR	Clint,Tex.LFR	6000
Clint,Tex.LFR	Hudspeth,Tex.VAR	7500
Hudspeth,Tex.VAR	Culberson,Tex.VAR	7500
Culberson,Tex. VAR	Monahans INT,Tex.	6100
Monahans INT,Tex.	Midland,Tex.LFR	4500

Section 610.270 Red Civil Airway 70 is amended to delete:

FROM	TO	MEA
Lubbock,Tex.LFR	Childress,Tex.VAR	4500
Childress,Tex.VAR	Hobart,Okla.VAR	3500
Hobart,Okla.VAR	Oklahoma City, Okla. LFR	3000

Section 610.271 Red Civil Airway 71 is amended to delete:

FROM	TO	MEA
Lubbock,Tex.LFR	Guthrie,Tex.VAR	4500
Guthrie,Tex.VAR	Wichita Falls,Tex. LFR	3000

Section 610.273 Red Civil Airway 73 is amended by adding:

FROM	TO	MEA
Elmer INT,N.J.	Newfield INT,N.J.	1500

Section 610.304 Red Civil Airway 104 is amended to read in part:

FROM	TO	MEA
Pittsboro INT, N. C.	Murray INT, N.C.	1600

Section 610.305 Red Civil Airway 105 is amended to read in part:

FROM	TO	MEA
Chanute,Kans.LFR	Int. E crs.Chanute LFR&336 M rad.Neosho Mo. VOR	2300

Section 610.605 Blue Civil Airway 5 is amended to delete:

FROM	TO	MEA
Int.E crs. Hutchinson & S crs.Salina,Kans.VAR	Salina,Kans.VAR	2800

Section 610.641 Blue Civil Airway 41 is amended to delete:

FROM	TO	MEA
Port Chester INT, N.Y.	Bridgeport,Conn. LFR	1500
Bridgeport,Conn. LFR	Hartford,Conn.LFR	2000

Section 610.654 Blue Civil Airway 54 is amended by adding:

FROM	TO	MEA
Richmond INT, Calif.	San Rafael(Hamilton), Calif. LF/RBN	4000

Section 610.668 Blue Civil Airway 68 is amended by adding:

FROM	TO	MEA
Midland INT,Tex.	Int.NW Midland LFR &E crs Hobbs LFR	5000

Section 610.6002 VOR Civil Airway 2 is amended to delete:

FROM	TO	MEA
Milwaukee,Wis.VOR Via N alter.	Muskegon,Mich.VOR Via N alter.	1900

Section 610.6004 VOR Civil Airway 4 is amended to delete:

FROM	TO	MEA
Denver,Colo.VOR Via S alter.	Thurman,Colo.VOR Via S alter.	6900

Section 610.6004 VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Charleston,W.Va. VOR	Ivydale INT,W.Va.	3000

Section 610.6004 VOR Civil Airway 4 is amended by adding:

FROM	TO	MEA
Mountain Home, Idaho FM Via S alter.	Boise,Idaho VOR NW-bound only Via S alter.	7600
Denver,Colo.VOR	Thurman,Colo.VOR	6600
Goodland,Kans.VOR	Hill City,Kans.VOR	4700
Salina,Kans.VOR	Topeka,Kans.VOR	3000
Centralia,Ill.VOR	Evansville,Ind.VOR	2100

Section 610.6005 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*McDonough INT, Ga.	**3000

*2500 - MRA
**2100 - MOCA

Section 610.6006 VOR Civil Airway 6 is amended to delete:

FROM	TO	MEA
Moline,Ill.VOR Via N alter.	Naperville,Ill.VOR Via N alter.	2400

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
*Cheyenne,Wyo.VOR Via N alter.	Sidney,Nebr.VOR Via N alter.	7300 7300
New Brunswick INT, N.J.	Colts Neck,N.J. VOR	1500

*8500 - MCA Cheyenne VOR, W-bound

Section 610.6007 VOR Civil Airway 7 is amended by adding:

FROM	TO	MEA
Cross City,Fla. VOR	Tallahassee,Fla. VOR	1500

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Tallahassee,Fla. VOR	Marianna,Fla.VOR	1500

Section 610.6008 VOR Civil Airway 8 is amended to delete:

FROM	TO	MEA
Crystal,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500

Section 610.6008 VOR Civil Airway 8
is amended by adding:

FROM	TO	MEA
Des Moines,Iowa VOR	Iowa City,Iowa VOR	2200
Via S alter.	Via S alter.	2200
Iowa City,Iowa VOR	Moline,Ill.VOR	2000
Via S alter.	Via S alter.	2100
City INT,Ill.	Chicago Hgts,Ill. VOR	2000

Section 610.6010 VOR Civil Airway 10
is amended by adding:

FROM	TO	MEA
Naperville,Ill. VOR	South Bend,Ind. VOR	2300
Selinsgrove,Pa. VOR	Hazelton INT,Pa.	3500
Hazelton INT,Pa.	Stroudsburg,Pa.VOR	4000
Stroudsburg,Pa. VOR	Somerset INT,N.J.	2500
Somerset INT,N.J.	Coney Island INT, N. Y.	2000

Section 610.6010 VOR Civil Airway 10
is amended to delete:

FROM	TO	MEA
Kansas City,Mo. VOR	Kirksville,Mo.VOR	
Via N alter. *2400 - MOCA	Via N alter.	*2900
Selinsgrove,Pa. VOR	Allentown,Pa.VOR	3500
Allentown,Pa.VOR	Belle Mead INT, N. J.	2500
Belle Mead INT, N. J.	New Brunswick INT, N. J.	2000
New Brunswick INT, N.J.	Colts Neck,N.J. VOR	1500
Colts Neck,N.J. VOR	Woolf INT, N.J.	1500

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
Albuquerque, N. Mex. VOR	Otto,N.Mex.VOR	
Via S alter.	Via S alter.	10000

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
*Albuquerque, N. Mex.VOR	**Otto,N.Mex.VOR	12000

*10700 - MCA Albuquerque VOR,E-bound
**10000 - MCA Otto VOR, W-bound

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
Aberdeen,S.D.VOR *3300 - MOCA	Danzig INT,N.D.	*4000
Danzig INT,N.D. *3500 - MOCA	Bismarck,N.D.VOR	*4000
Aberdeen,S.D.VOR Via W alter. *3300 - MOCA	Bismarck,N.D.VOR Via W alter.	*4000

Section 610.6017 VOR Civil Airway 17
is amended to delete:

FROM	TO	MEA
San Antonio,Tex. VOR	Austin,Tex.VOR	
Via E alter.	Via E alter.	2500

Section 610.6021 VOR Civil Airway 21
is amended to delete:

FROM	TO	MEA
Crystal,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500

Section 610.6024 VOR Civil Airway 24
is amended to read in part:

FROM	TO	MEA
Watertown,S.D.VOR *3000 - MOCA	Redwood Falls, Minn. VOR	*3400
Watertown,S.D.VOR Via N alter. *3000 - MOCA	Madison INT,Minn. Via N alter.	*3700
Madison INT,Minn. Via N alter. *2400 - MOCA	Redwood Falls,Minn.VOR Via N alter.	*3700

Section 610.6026 VOR Civil Airway 26
is amended to read in part:

FROM	TO	MEA
*Rapid City,S.D. VOR	Philip,S.D.VOR	4500
Via N alter. *6000 - MCA Rapid City VOR,W-bound	Via N alter.	4500
Huron,S.D.VOR *2800 - MOCA	Oakwood INT,S.D.	*3900
Oakwood INT,S.D. *3000 - MOCA	Redwood Falls, Minn. VOR	*3900
Huron,S.D.VOR Via S alter. *3000 - MOCA	Redwood Falls,Minn.VOR Via S alter.	*4700

Section 610.6030 VOR Civil Airway 30
is amended to delete:

FROM	TO	MEA
Allentown,Pa.VOR	Chatham INT,N.J.	2500

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
Charleston,W.Va. VOR *4000 - MRA	*Gay INT,W.Va.	2500
Gay INT,W.Va.	Parkersburg,W.Va. VOR	2500

Section 610.6038 VOR Civil Airway 38
is amended by adding:

FROM	TO	MEA
Iowa City,Iowa VOR	Prairie INT,Iowa	2100
Prairie INT,Iwa. *4000 - MRA **2100 - MOCA	*Annawan INT,Ill.	**4000
Annawan INT,Ill. *6000 - MRA **2000 - MOCA	*Triumph INT,Ill.	**6000
Triumph INT,Ill.	Joliet,Ill.VOR	2000
Joliet,Ill.VOR	Peotone,Ill.VOR	2000

Section 610.6050 VOR Civil Airway 50
is amended to read in part:

FROM	TO	MEA
Kirksville,Mo.VOR Via S alter. *2100 - MOCA	Warren INT,Mo. Via S alter.	*2500

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR	*McDonough INT, Ga.	**3000

*2500 - MRA
**2100 - MOCA

Section 610.6058 VOR Civil Airway 58
is amended to read:

FROM	TO	MEA
Bergholz INT,Pa.	Ellwood City,Pa. VOR	2500
Ellwood City,Pa. VOR	Echo INT,Pa.	3000
Echo INT,Pa.	Philipsburg,Pa.VOR	4000
Philipsburg,Pa. VOR	Williamsport,Pa. VOR	4000
Williamsport,Pa. VOR	Avoca INT,Pa.	4500
Avoca INT,Pa.	Wilkes-Barre,Pa. VOR	3500
Wilkes-Barre,Pa. VOR	Poughkeepsie,N.Y. VOR	4000
Poughkeepsie,N.Y. VOR	Hartford,Conn.VOR	3000
Hartford,Conn.VOR	Salem INT,Conn.	2000

Section 610.6072 VOR Civil Airway 72
is amended to read in part:

FROM	TO	MEA
Binghamton,N.Y. VOR *3500 - MRA	*Sidney INT,N.Y.	3500

Section 610.6074 VOR Civil Airway 74
is amended to read in part:

FROM	TO	MEA
Anthony,Kans.VOR	Ponca City,Okla. VOR	2600

Section 610.6074 VOR Civil Airway 74
is amended by adding:

FROM	TO	MEA
Dodge City,Kans. VOR *2900 - MOCA	Anthony,Kans.VOR	*3100

Section 610.6078 VOR Civil Airway 78
is amended to read in part:

FROM	TO	MEA
Watertown,S.D.VOR *3000 - MOCA	Madison INT,Minn.	*3700
Madison INT,Minn. *2300 - MOCA	Litchfield INT, Minn.	*6600
Litchfield INT, Minn. *2300 - MOCA	Minneapolis,Minn. VOR	*3000

Section 610.6088 VOR Civil Airway 88
is amended to delete:

FROM	TO	MEA
Centralia,Ill.VOR	Cisne INT,Ill.	2100
Cisne INT,Ill. *2100 - MOCA	Scotland,Ind.VOR	*3000
Scotland,Ind.VOR	Sanders INT,Ind.	2000
Sanders INT,Ind. *2500 - MOCA	Dayton,Ohio VOR	*3700
Dayton,Ohio VOR	Mansfield,Ohio VOR	2500

Section 610.6106 VOR Civil Airway 106
is amended to read in part:

FROM	TO	MEA
Walnut Grove INT, W.Va. *5000 - MRA **3000 - MOCA	*Clara INT,W.Va.	**4000
Clara INT,W.Va. *3000 - MOCA	Benson INT,W.Va.	*4000
Benson INT,W.Va.	Morgantown,W.Va. VOR	4000

Section 610.6153 VOR Civil Airway 153
is amended by adding:

FROM	TO	MEA
Wilkes-Barre,Pa. VOR *4500 - MRA	*Sidney INT,N.Y.	4000
Sidney INT,N.Y. *3500 - MOCA	Syracuse,N.Y.VOR	*4500

Section 610.6163 VOR Civil Airway 163
is amended by adding:

FROM	TO	MEA
Brownsville,Tex. VOR	Alice,Tex.VOR	1400
Alice,Tex.VOR *4000 - MRA	*Elmendorf INT,Tex.	2200
Elmendorf INT, Tex.	San Antonio,Tex. VOR	2200

Section 610.6164 VOR Civil Airway 164
is amended to delete:

FROM	TO	MEA
Stroudsburg,Pa. VOR	Millington INT, N. J.	2700

Section 610.6174 VOR Civil Airway 174
is amended to read in part:

FROM	TO	MEA
York,Ky.VOR	Eureka INT,Ky.	2500
Eureka INT,Ky. *4000 - MRA **2500 - MOCA	*Gay INT,W.Va.	**4000
Gay INT,W.Va. *5000 - MRA **3000 - MOCA	*Clara INT,W.Va.	**4000
Clara INT,W.Va.	Elkins,W.Va.VOR	5000

Section 610.6194 VOR Civil Airway 194
is amended to read in part:

FROM	TO	MEA
Cofield,N.C.VOR *1200 - MOCA	Corapeake INT,Va.	*1500
Corapeake INT,Va.	Norfolk,Va. ILS loc.	1500

(24 July 1956)

Section 610.6208 VOR Civil Airway 208 is amended by adding:

FROM	TO	MEA
*Los Angeles, Calif. VOR	Oceanside, Calif. VOR	4000

*2000 - MCA Los Angeles VOR, S-bound

Section 610.6217 VOR Civil Airway 217 is amended to delete:

FROM	TO	MEA
Milwaukee, Wis. ILS loc.	Cardinal INT, Wis.	2700

Section 610.6217 VOR Civil Airway 217 is amended by adding:

FROM	TO	MEA
Milwaukee, Wis. ILS loc.	Maitland INT, Wis.	2000
Maitland INT, Wis.	Green Bay, Wis. VOR	2700

Section 610.6233 VOR Civil Airway 233 is amended to read in part:

FROM	TO	MEA
Bradford, Ill. VOR	*Annawan INT, Ill.	2000

*4000 - MRA

Annawan INT, Ill.	Moline, Ill. VOR	2000

Section 610.6244 VOR Civil Airway 244 is added to read:

FROM	TO	MEA
Crestview, Fla. VOR	Dothan, Ala. TVOR	1500

Section 610.6246 VOR Civil Airway 246 is added to read:

FROM	TO	MEA
Dayton, Ohio VOR	Mansfield, Ohio VOR	2500

Section 610.6250 VOR Civil Airway 250 is added to read:

FROM	TO	MEA
Bergholz INT, Pa.	Ellwood City, Pa. VOR	2500
Ellwood City, Pa. VOR	Fitzgerald, Pa. VOR	3500

Section 610.6404 HAWAII VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Hula Girl INT, T.H.	Honolulu, T.H. VOR	4000
Barbers Point, T.H. FM	Honolulu, T.H. VOR NE-bound only	2000
*Honolulu, T.H. VOR	Kaneoke INT, T.H.	6000

*6000 - MCA Honolulu VOR, NE-bound

ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATE - Effective August 23, 1956.

(1) BENSON, W. VA. INTSXN - the intsxn of Morgantown, W. Va., 235° mag radial and Elkins, W. Va., VOR 302° mag radial.

(2) CONEY ISLAND, NEW YORK INTSXN - the intsxn of Stroudsburg, Pa. VOR direct radial to Newark, N. J. LOM with the LaGuardia ILS lclzr crs.

(3) CORAL INTSXN - the intsxn of 306° mag bearing from the San Juan, P.R., LF radio range and the 084° mag bearing from the Ramey AFB, P.R. (BQN-347kc) radiobeacon.

(4) DOLPHIN INTSXN - the intsxn of the N crs. of the San Juan, P.R., LF radio range and the 048° mag bearing from the Ramey AFB, P.R. (BQN-347kc) radiobeacon.

(5) ECHO PA. INTSXN - the intsxn of Ellwood City, Pa. VOR 092° mag rad and Pittsburgh, Pa. VOR 045° mag radial.

(6) EUREKA, OHIO INTSXN - the intsxn 045° mag bearing from Huntington, W. Va. radio beacon and direct radial from York, Kentucky VOR to Elkins, W. Va. VOR.

(7) GAY, W. VA. INTSXN - the intsxn of Charleston, W. Va. 019° mag radial direct enroute radial from York, Ky., VOR to Elkins, W. Va. VOR 302° mag radial.

(8) GREENWATER INTSXN - the intsxn of the N crs. of the San Juan, P.R., LF radio range and the 075° mag bearing from the Ramey AFB, P.R. (BQN-347kc) radiobeacon.

(9) GUAYNABO INTSXN - the intsxn of the SE crs. of the San Juan, P.R., LF radio range and the 191° mag bearing from the San Pat, P.R., radiobeacon.

(10) HIGHGATE, VERMONT INTSXN - the intsxn of 081° mag radial of Plattsburgh, N.Y. VOR and N crs. Burlington, Vermont LFR.

(11) ISLA VERDE INTSXN - the intsxn of the E crs. of the San Juan, P.R., LF radio range and the 056° mag bearing from the San Pat, P.R., radiobeacon.

(12) KNOX, PA. INTSXN - the intsxn of Fitzgerald, Pa. VOR 246° mag radial and Youngstown, Ohio VOR 105° mag radial.

(13) MANSFIELD, MASS - the intsxn of NE crs. Providence, Rhode Island ILS lclzr and Gardner, Mass. VOR 146° mag radial.

(14) PRAIRIE, IOWA INTSXN - the intsxn of 087° mag radial Iowa City, Iowa VOR and 240° mag radial Moline, Illinois VOR.

(15) RAMEY AFB, P.R. OMNIRANGE STATION - located latitude 18°29'10" N, longitude 67°07'27" W. (Frequency 114.3 mc. Identifier BQN).

(16) SABANA SECA INTSXN - the intsxn of the 283° mag bearing from the San Pat, P.R., radiobeacon and the 245° mag bearing from the San Juan, P.R., radio range.

(17) SOMERSET, N.J. INTSXN - the intsxn of Stroudsburg, Pa. VOR direct radial to the Newark, N.J. LOM with the Caldwell, N.J. VOR 228° mag radial.

(18) TRIUMPH, ILL. INTSXN - the intsxn of Bradford, Illinois VOR 044° mag radial (V-10) and the Joliet, Illinois VOR 263° mag radial.

(19) WADSWORTH, OHIO INTSXN - the intsxn of Mansfield, Ohio VOR 065° mag radial and Cleveland, Ohio VOR 135° mag radial.

(20) WEBBERVILLE INTSXN - the intsxn of the SE crs. of the Austin, Texas ILS lclzr. and 060° mag bearing from the Bergstrom AFB, Texas, non-directional radiobeacon.

(21) COVINA, CALIF., INTSXN - the intsxn of 009° mag radial Long Beach, Calif., VOR and 283° mag radial Ontario, Calif. VOR.

(22) HAWKINS, CALIF. INTSXN- the intsxn of 009° mag radial Long Beach, Calif. VOR and 042° mag radial Los Angeles, Calif. VOR.

(23) ALHAMBRA, CALIF. INTSXN - the intsxn of 042° mag radial Los Angeles, Calif. VOR and 331° mag radial Long Beach, Calif. VOR.

(24) ROGUE RIVER(VHF) INTSXN - the intsxn of 250° mag radial of the Medford, Oregon VOR and the 342° mag radial of the Crescent City, California VOR.

(25) BELMONT (LF) INTSXN - the intsxn of the SE crs. of the San Francisco, Calif., LFR and a 312° mag bearing to the outer marker compass locator of the San Francisco ILS.

(26) SCHOOL (VHF) INTSXN - the intsxn of 096° mag radial of the Anton Chico, New Mexico VOR and the 207° mag radial of the Tucumcari, New Mexico VOR.

(27) KUNA (VHF) INTSXN - the intsxn of 164° mag radial of the Boise, Idaho VOR and the 264° mag radial of the Mountain Home AFB, Idaho VOR.

(28) MANOR (LF) INTSXN - the intsxn of the N course of the Portland, Oregon LFR and a 183° mag bearing to the Sauvies Island, Oregon radio-beacon.

(29) SHAW (LF) INTSXN - the intsxn of the NW course of the Whidbey Island, Washington LFR and the E course of the Patricia Bay, Washington LFR.

REDESIGNATE - Effective August 23 1956.

(1) ANNAWAN, ILL. INTSXN - the intsxn 087° mag radial Iowa City, Iowa VOR and 134° mag radial Moline, Ill., VOR.

(2) BIVINS, TEXAS INTSXN - the intsxn of 321° mag radial Amarillo, Texas VOR and 340° mag bearing from the Tradewind, Texas LF radio-beacon.

(3) CLARA, W. VA. INTSXN - the intsxn of Charleston, W. Va. VOR 052° mag radial and Elkins, W. Va. VOR direct radial to York, Kentucky VOR.

(4) CLAUDE, TEXAS INTSXN - the intsxn of 117° mag radial Amarillo, Texas VOR and 092° mag bearing from the Tradewind, Texas LF radio-beacon.

(5) DISTRICT, D. C. INTSXN - the intsxn of Herndon, Va. VOR 110° mag radial and Washington, D. C. VOR 023° mag radial.

(6) ELMENDORF (VHF) INTSXN - the intsxn of San Antonio, Texas VOR 159° mag and Cotulla, Texas VOR 031° mag radials.

(7) FINLEY, TEXAS INTSXN - the intsxn of 132° mag radial Amarillo, Texas VOR and 092° mag bearing from the Tradewind, Texas LF radio-beacon.

(8) HONEA, S. C.(INTEGRATED) INTSXN - the intsxn of the Royston, Ga., VOR 074° mag radial and the S crs. of the Greenville, S. C., LF radio range.

(9) MILTON, KANSAS INTSXN - the intsxn of the Anthony, Kansas VOR 035° mag radial (V-12), the Ponca City, Okla., VOR 318° mag radial (V-77), and the Wichita, Kansas VOR 216° mag radial (V-12).

(10) MULHALL, OKLA INTSXN - the intsxn of the N crs. Oklahoma City, Okla., LFR and 120°-300° mag bearing Enid, (Vance), Okla., LF radio-beacon.

(11) MURRAY, N. C. INTSXN - the intsxn of the SE crs. Greensboro, N.C. LFR and 015°-195° mag bearing Raleigh, N.C. LFR.

(12) PALO DURO, TEXAS - the intsxn of 161° mag radial Amarillo, Texas VOR and 130° mag bearing from the Tradewind, Texas LF radio-beacon.

(13) PANHANDLE, TEXAS INTSXN- the intsxn of 075° mag radial Amarillo, Texas VOR and 060° magnetic bearing from the Tradewind, Texas LF radio-beacon.

(14) PLANT, TEXAS INTSXN - the intsxn of 306° mag radial Amarillo, Texas VOR and 340° mag bearing from the Tradewind, Texas LF radio-beacon.

(15) SAM, TEXAS INTSXN - the intsxn of 270° mag radial Amarillo, Texas VOR and 302° mag bearing from Tradewind, Texas LF radio-beacon.

(16) TOWER, TEXAS INTSXN - the intsxn of 255° mag radial Amarillo, Texas VOR and 302° mag bearing from the Tradewind, Texas LF radio-beacon.

CANCEL - Effective Immediately.

(1) DELPHI, INDIANA

CANCEL - Effective August 23, 1956.

(1) EASTON, MASS. INTSXN
(2) HENDERSON, KY. INTSXN
(3) MILLINGTON, N.J. INTSXN
(4) SANDYVILLE, W. VA. INTSXN
(5) WRIGHTWOOD, CALIF., INTSXN

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chicago	**New York**	**Dayton Local**
Cincinnati	**Nashville**	**Kansas City Local**
Cleveland	**Sioux City**	**WAC 138**
Huntington	**Tulsa**	**WAC 266**
Kansas City	**Chicago Local**	**WAC 307**

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are released dates

Cheyenne	7-10-56	Lake Superior	7-10-56	Boston Local	7-12-56
Denver	7-12-56	Milwaukee	7-10-56	WAC 265	7-10-56
LaGrande	7-16-56	Wichita	7-16-56		

Instrument Flight Charts
released since July 2, 1956

AL 19 RNG-1	**Amarillo**
AL 19 RNG-2	**Amarillo**
AL 30 RNG	**Mueller Arpt.**
AL 38 RNG	**Patrick AFB**
AL 70 RNG	**Burlington Arpt.**
AL 72 RNG	**Natrona County Arpt.**
AL 131 RNG	**Chemung County Arpt.**
AL 143 RNG	**NAAS Fallon**
AL 226 RNG	**Laredo AFB**
AL 227 RNG	**Nellis AFB**
AL 296 RNG	**Hill AFB**
AL 312 RNG	**Tyndall AFB**
AL 338 RNG	**NAS Quonset**
AL 339 RNG	**MCAS Quantico**
AL 388 RNG	**Sheridan County Arpt.**
AL 411 RNG	**Hancock Arpt.**
AL 461 RNG	**Wink Arpt.**
AL 481 RNG	**Alice Arpt.**
AL 521 RNG	**Jefferson County Arpt.**
AL 593 RNG	**NAS Anacostia**
AL 604 RNG	**Springfield Arpt.**
AL 639 RNG	**NAS Chincoteague**
AL 826 RNG	**St. Joseph Bay Anchorage**
AL 877 RNG	**Rapid City Arpt.**
AL 19 ILS	**Amarillo Air Terminal**
AL 30 ILS	**Mueller Arpt.**
AL 70 ILS	**Burlington Arpt.**
AL 156 ILS	**Baer Field**
AL 289 ILS-1	**LaGuardia Arpt.**
AL 314 ILS	**NAS Patuxent River**
AL 365 ILS	**Salt Lake City Mun. No. 1**
AL 411 ILS-1	**Hancock Airport**
AL 411 ILS-2	**Hancock Airport**
AL 634 ILS	**Walker Field**
AL 19 ADF	**Amarillo Air Terminal**
AL 30 ADF	**Mueller Airport**
AL 70 ADF	**Burlington Airport**
AL 143 ADF	**NAAS Fallon**
AL 156 ADF	**Baer Field**
AL 289 ADF-1	**LaGuardia Airport**
AL 289 ADF-2	**LaGuardia Airport**
AL 338 ADF	**NAS Quonset Point**
AL 411 ADF	**Hancock Airport**
AL 651 ADF	**Westchester County Airport**
AL 898 ADF	**Johnstown Airport**
AL 926 ADF	**Bradford-McKean County Apt.**
AL 19 VOR	**Amarillo Air Terminal**
AL 30 VOR	**Mueller Airport**
AL 34 VOR	**Del Norte County Airport**
AL 131 VOR	**Chemung County Airport**
AL 226 VOR	**Laredo AFB**
AL 312 VOR	**Tyndall AFB**
AL 441 VOR	**Walnut Ridge Airport**
AL 461 VOR	**Wink Airport**
AL 521 VOR	**Jefferson County Airport**
AL 604 VOR	**Springfield Airport**
AL 676 VOR	**Dodge City Airport**
AL 877 VOR	**Rapid City Airport**
AL 898 VOR	**Johnstown Airport**
AL 926 VOR	**Bradford-McKean County Apt.**
AL 962 VOR	**Emporia Airport**

NEW CHARTS

AL 671	**RNG**	**New Haven, Conn.**	**New Haven Airport**
AL 296	**VOR**	**Ogden, Utah**	**Hill AFB**
AL 733	**VOR**	**Calverton, N.Y.**	**Peconic River Plant Airport**
AL 2162	**VOR**	**Wake Island**	**Wake Airport**

DISCONTINUED CHARTS

DF1, DF2, DF3

NON-STANDARD HOLDING PATTERNS

The following non-standard holding patterns are established or cancelled and shall become effective on August 23, 1956.

ESTABLISHED:

(1) WADSWORTH, OHIO INTSXN - direction of holding - SW; direction of turn - RIGHT- time - one minute; minimum altitude - 3000'.

(2) BERGSTROM AFB, TEXAS RADIOBEACON - direction of holding - S on 170° mag bearing from radio-beacon (inbound course 350° mag); direction of turn - RIGHT - time - one minute; minimum altitude 1800'.

(3) SAN JUAN, P.R., LFR - Direction of holding - W on W crs. of radio range(inbound course 097° mag); direction of turn - LEFT - time - 2 minutes; minimum altitude - 3000'

(4) SAN PAT, P.R., RADIOBEACON - direction of holding W on 283° mag bearing from radiobeacon (inbound course 103° mag); direction of turn - LEFT - time - 2 minutes; minimum altitude - 3000'.

(5) RAMEY AFB, P.R. RADIOBEACON(BQN)- direction of holding - E on 085° mag bearing from radio-beacon (inbound course 265° mag); direction of turn - LEFT- time - 2 minutes; minimum altitude 3000'.

CANCELLED:

(1) EASTON, MASS. INTSXN - direction of holding -SW; direction of turn- RIGHT; time - one minute; altitude-3000'.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	-	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

[illegible]: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.(5-8)

BIRMINGHAM-RADIO: About Aug 10, VOR will be shut down - relctn. (7-18)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

★HUNTSVILLE-RADIO: Voice call "Redstone Army Radio" is changed to "Huntsville Radio". VOR radials 005°-030° unusable due to roughness and bends (5-11)

HUNTSVILLE MUN ARPT: Cautinn - rnwy 18-36 under const.

MOBILE-BATES FLD-TOWER: About Aug 3, twr freq will be changed from 317 to 385 kc.

★MONTGOMERY-RADIO: July 9, 243.0 mc cmsnd. (7-10)

**MONTGOMERY-DANNELLY FLD: Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi act scalloping and bends. (4-22)

**OZARK ARPT: New fld. Type: L. Lat. 31-27-30, long. 85-37-15. Lctn: 2.0 SE. Elev: 353'. no.of rnwys 1 - 2000' x 200' - sod. Lngst rnwy & facs: 20. Remarks: Drive-in theater S.

(24 July 1956)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
**CHANDLER-RIGGS ARPT: Abandoned. (6-11)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30-35 n mi on 106° radial.
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const. in progress S of taxiway 1 from 8L to trans. ramp and S to arpt entrance road. (7-3)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE # 27B, LAX-PHX: Caution-puncture vines. (6-18)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
**SEDONA-OAK CREEK ARPT: New fld - Type: P. Lat 34-50, long. 111-47. Lctn: 2 mi SE. Elev: 4800'. No. of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2. (5-7)
TUCSON-RADIO: VOR/DME coverage: 360°-050° 35 n mi 11,000'; 050°-060° 22 n mi 11,000'; 060°-075°, 35 n mi 11,000; 075°-085° 21 n mi 11,000'; 090°-170° 40 n mi 12,000'; 225°-230° 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi at 11,000'. (7-17)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: NW quad 10,000';SW 10,000'; SE 12,000'; NE 13,000'.
YUMA-RADIO: VOR coverage 280° - 300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Rnwy 03-21 clsd-const. Rnwy 17-35 clsd daylgt hrs only. (7-23)
ARKANSAS: ARKADELPHIA MUN ARPT: Unsafe-due to holes in landing areas. (7-5)
EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325°-N to 225°; 2000' MSL coverage 35 n mi 225°-W to 325°. (3-30)
HARRISON ARPT: N/S, new NW/SE rnwys closed-const. Fld clsd nights.
** HOT SPRINGS-STOVER SEAPLANE BASE: Abandoned. (6-22)
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends & course roughness. (10-14)
**WALNUT RIDGE ARPT: Three 65' lgtd antenna poles erected 985' E of N end of N/S rnwy. (6-18)
CALIFORNIA: **ADELANTO-GREY BUTTE ARPT: Abandoned. (5-28)
AUBURN ARPT: Closed to hvy acft. Lgt acft use extreme caution acct soft rnwys. (1-24)
★BAKERSFIELD-RADIO: Trans and rcvr 243.0 mc cmsnd. (7-2)
★BAKERSFIELD-KERN COUNTY ARPT-TOWER: Trans and rcvr 243.0 mc smdns. (7-2)
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. May 28, VOR/DME shut down until approx Aug 1. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intersection to Hassayampa, Ariz; V-135 Needles to Yuma, Ariz. (5-28)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CHICO-RADIO-SPECIAL NOTICE: USAF will conduct maneuvers at Chico Mun Arpt 24 hrs each day during periods July 22 - Aug 5, 1956 and Aug 12 - Aug 26. CAA will oper mobile ctl twr during following hrs Standard Time: July 22, 0800-1700; July 23 thru Aug 4, 0500-2300; Aug 5, 0800-1700; Aug 12, 0800-1700; Aug 13 thru 25, 0500-2300; Aug 26, 0800-1700. Rdo freq available as follows: Trans: 278 kc, 119.9, 121.5, 126.18, 236.6, 243.0, 275.8 mc, Rcvg: 3023.5 kc, 122.5, 121.5, 126.18, 236.6, 243.0, 275.8 mc. Two-way rdo equip. capable of commun with ctl twr required of all acft except transient during periods of maneuvers. Military Flight Service interphone avail. Chico Mun Arpt. (7-4)
CHINO PACIFIC ARPT: Equip. on or near all rnwys - use caution. (7-10)
★CRESCENT CITY-RADIO: July 1, trans and rcvr 243.0 mc cmsnd. (7-2) VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand. (6-15)
**COVELO-ROUND VALLEY ARPT: Elevation: 1418'. (7-11)

CALIFORNIA: DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FAIRFIELD-TRAVIS AFB-RADIO: USAF VHF/DF bearings and communs in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only. (7-5)
FILLMORE-RADIO:: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
★FT JONES-RADIO: July 9, trans and rcvr 243.0 mc cmsnd. VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N & E of arpt. Extensive const and hvy equipment both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd-usable length 6750'. Extreme caution apch end rnwy 11 large equip working in rnwy extension area. (7-5)
**FRESNO-CHANDLER ARPT: 241' (4720'MSL) lgtd RV twr erected 28 n mi NW (40°T) at lat 37-04-38, long. 119-26-01. (7-3)
FURNACE CREEK SITE 17 RIV-DLS: N 1200' of rnwy clsd to all operns-mrkd. Entire fld clsd to all hvy or multi-eng acft. S 4500' of rnwy open to lgt acft-caution. (4-3)
**GLENDALE-GRAND CENTRAL ARPT: SE/NW taxi strips SW side of fld perm clsd. Extensive const in progress.
KLAMATH-McBETH ARPT: Closed. (6-13)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. About July 23, VOR will be shut down until approx Aug. 13 - modernization. (7-3)
LONG BEACH ARPT-TOWER: ILS glide slope inop. (7-5) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600.
** Rnwy 12 clsd. N 800' apch end rnwy 16L perm clsd.
LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on both VOR and LF combined.
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16)
LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Center will activate high alt sector 0800 Mar 20. Sector will control all acft operg at specific alt at or above 25,000'. IFR including jet acft operg at least 1000' on top. All jet acft specific alt or at least 1000' on top should ctc ARTC center 301.4 mc as soon as possible after departure within or entering area inbound. (7-3)
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat. down-wind let is 2500'. Acft not intending landing at arpt should avoid apch areas to W and E below 3000' in VFR weather. Recommended cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.
**MOJAVE-MYER ARPT: Abandoned. (5-28)
★MONTAGUE-RADIO: July 9, trans and rcvr 243.0 mc cmsnd.
NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy.(7-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

CALIFORNIA: OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (5-23)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area.

**OAKLAND-NORTON MARINE AIR SERVICE: Abandoned.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. May 7, VOR shut down until approx Aug. 1. (7-16)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

**OXNARD-VENTURA COUNTY ARPT: 160' lgtd derrick erected 700' N center of arpt. (4-23)

**PALOMAR MOUNTAIN-CAUTION AREA: Effect. July 26, the portion of Caution Area (C-444) overlapped by the airway "From the Oceanside VOR via the 101°T radial thereof to its intersection with the 46° T radial of the San Diego, Calif. VOR; thence via the San Diego 46° T radial and the Thermal, Calif 226° T radial to the Thermal VOR radio range" will be rescinded.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.

RED BLUFF-RADIO: DME coverage 225°-245° 35 n mi at 10,000'. (6-30)

**REDLANDS-FLYING INN-REDLANDS: (Formerly Redlands Arpt) Lngst rnwy & facs: 26-L4-S3. Fuel: F2. Rems: chg to: Rgt tfc E. Lgts on req after 2400. Rolling.

**RICE FLD: Abandoned. (6-14)

RIDGECREST-DAVIS ARPT: Lgts inop. (4-11)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

SACRAMENTO-RADIO: June 28, VOR shut down until approx Aug 28- modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable; V-23 Sacramento to intersection with V-200; V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (6-28)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather actual apchs IFR weather. (4-2)

**SACRAMENTO-BRANSTETTER ARPT: 574'(MSL) antenna twr erected 3.9 n mi SE (152°T) at lat 38-35-16, long. 121-29-22. (7-6)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN ANDREAS-CALAVERAS COUNTY ARPT: New fld. Type: P. Lat 38-11, long 120-40. Lctn: 0.5SE. Elev: 1200'. No. of rnwys: 1-E/W. Lngst rnwy & facs: h20-*L4-S3. Fuel: F2. Remarks: No storage. (6-26) Closed for maintenance thru July 30.

CALIFORNIA: SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310°-330°. (10-25) About July 30, VOR will be shut down until approx Aug 20. (7-17)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft inbound to San Francisco International Arpt are requested to make initial call to San Francisco Approach Control, freq 118.5 mc. Points over which to make this initial call are changed to the following: Richmond from N; Bay Point from NE; Livermore - E; Evergreen or Campbell - SE; at or abeam Farallon Islands - W; at or abeam Stinson Beach - NW. Approach control will give initial traffic control instructions and advise pilot when to change to local control freq for landing clearance. This procedure does not apply to VFR acft departing Oakland for San Francisco due to the short distance involved. These flights should call San Francisco tower-freq 119.1mc as in the past.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000', 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.

SAN FRANCISCO INTERNATIONAL ARPT TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)

SAN FRANCISCO GAP RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

**SAN FRANCISCO SEAPLANE BASE: Abandoned.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt rhs. (2-2)

SANTA BARBARA ARPT: 110' flagged mobile boom operg 4900'W of apch end rnwy 7 -days.

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

★STOCKTON-RADIO: July 1, trans 255.4, 243.0 mc and rcvr 243.0 mc cmsnd. (7-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Closed - reconstruction. (5-18)

★UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11) July 2, trans 255.4, 243.0 mc and rcvr 243.0 cmsnd.

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

COLORADO: COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd.

EADS ARPT: Emergency only - rough. (4-20)

KREMLING-RADIO: July 17, VOR shut down until approx Aug 14. During this period the following arwys will not be usable; V-8 Denver-Grand Junction; V-8N Denver-Kremmling; V-220 Kremmling-Longmont Intersection. (7-17)

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days

CONNECTICUT: HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwys 9-27, 15-33 clsd.

**NEW LONDON SEAPLANE BASE: Abandoned.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

WINDSOR LOCKS-BRADLEY FLD: No service, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)

DELAWARE: FT. MILES-CONTROLLED FIRING AREA: Controlled firing will be conducted during July 23-27 and 30-31 inclusive between the hrs of 1200-1800 in the following area: Beginning near Rehoboth Beach, Dela. at lat 38-40-45, long. 75-04-09, to lat 38-45-30, long. 75-01-24 to lat 38-43-00, long. 74-57-10 to lat 38-38-50, long. 74-55-33 to lat 38-36-15, long. 74-57-00 to lat 38-37-54 long. 75-03-50 to point of beginning.

GEORGETOWN-SUSSEX COUNTY ARPT: Caution, NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. (3-29)

**HARRINGTON ARPT: Abandoned. (5-28)

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Soft when wet. Use rnwys, and taxiway strips only. (5-22)

WILMINGTON-NEW CASTLE CO. ARPT-TOWER: May 21, ILS glide slope shut down until approx Sept 5 - rnwy const. During this time lclzr may be shut down for intermittent periods. (6-5) FLD: Rnwy 1-19 clsd - const.(5-21) Due to lmtd visibility, twr unable to ctl surface tfc on new terminal ramp. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecarlia, Md. (2) Thru 31 July, 1956, special VFR operating rules effective in hi-density zone. Zone identical with Wash. control zone excluding Washington-Virginia Arpt and prohibited areas. Altitudes- surface to 3000' N of and 700' to 3000' S of Wash. rng. Two-way rdo rqrd. Prior to take-off within zone or entry for landing in zone, establish rdo communication with ATC twr of take-off or lndg, & maintain cont. listening watch. Acft passing thru zone, contact and maintain continuous listening watch with WNA ctl twr. Helicopters excepted, regardless of other VFR clearance, no VFR flight within zone when grnd visibility less than one mi, xcpt when smoke, dust, snow, sand then VFR flight permissible with one-half mi visibility. Do not exceed 180 mph (156 knots) unless operational characteristics require more, in which case use minimum speed consistent with safety.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan area.

WASHINGTON NATIONAL ARPT-TOWER: About Aug 7, freq 263.0 mc will be decmsnd.(7-20)

**FLD: Rnwy 9-27 perm clsd-mrkd. Lmtd parking and taxiing W of taxiway #6. Taxiing east of taxiway #6 will be at discretion of ctl twr only. (6-20) USAF,NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Rnwy 36 clsd lndgs and rnwy 18 clsd take-offs daylgt hrs. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operating on approach end rnwy 36. (7-20)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day. (2-10)

CAPE CANAVERAL-SPECIAL NOTICE: Until August 15, thunderstorm research balloons 34 ft. in diameter with 200 ft load train climbing at 1000 ft per min will be released at irregular intervals. Direction of drift westerly at 65000 ft. (6-16)

**COMPASS LAKE SEAPLANE BASE: Abandoned.

DAYTONA BEACH-RADIO: VOR/DME shut down until approx Aug. 6. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (6-6)

DAYTONA BEACH ARPT-TOWER: About Aug 3, freq 119.5 will be changed to 119.1 mc.

EVERGLADES ARPT: Closed - due construction. (6-16)

FT. LAUDERDALE-SPECIAL NOTICE: Ordnance drop taking place from 5000' and under in an area 3 miles wide north-south and 10 miles long east-west with NW corner at entrance at Port Everglades. Drop will be made between 1230Z and 2100Z. Specific target area will be marked by smoke pots when drops are in progress. Drop area will be under radar surveillance.

FLORIDA: FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft.

KEY WEST-INTN'L ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. First 1500' rnwy 26 clsd. Rnwy 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn' Fld will ctc Boca Chica twr on 126.18mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730 -0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

**MELBOURNE SEAPLANE ANCHORAGE: Abandoned.

✱MIAMI-AIR ROUTE TRAFFIC CONTROL CENTER: July 18, trans and rcvrs 120.9 and 121.5 mc cmsnd.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area & maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics reqrg minimum air speeds in excess of 180 knots shall maintain lowest possible air speed consistent with safety. Miami's opers & pilots req cooperative compliance by itinerant flights.

★MIAMI INTERNATIONAL ARPT-TOWER: July 18, freq 243.0 mc cmsnd. (7-19) FLD: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited.

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

★ORLANDO ARPT-TOWER: Apch control freq now oper VOR freq 112.2 mc instead of LF rng freq 371 kc. (7-20) FLD: Concrete area immediately E of rnwy 18 NW portion arpt closed for taxiing.

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equipment adjacent runways.

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hours, Monday thru Saturday. Intensive night flight training to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adjacent to airways between 4000' and 10,000'.

★PENSACOLA NAS-RADIO: July 1, navy VOR cmsnd. Freq: 117.2 mc. Ident: NAS. Lctd lat 30-28-22, long. 87-20-09. Bear., dist. Forrest Sherman Fld: 186°, 6.7 n mi. Class: BVOR.

✱PERRINE-RADIO: July 10, voice cmsnd on 266 kc. Class: SRAZ-DT. (7-10) LF courses: 47 A 177 N 269 A 339 N. This corrects AIRGI Vol. 11, No. 9.

**PERRY-FOLEY ARPT: 240' (336'MSL) lgtd rdo twr being erected 23 n mi NNW(351°T) at lat 30-27-36, long 83-38-36. (5-15)

**RIVIERA BEACH SEAPLANE BASE: Abandoned.

ST. AUGUSTINE-FAIRCHILD ST. AUGUSTINE ARPT: Rnwys 16 and 34 closed - parked acft.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnway 9-27 closed to air carrier night operations. (10-7)

FLORIDA: TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500 ft. unless in contact with and cleared by MacDill AFB twr. Military acft operg VFR in Tampa Bay area should avoid Tampa International and Pinellas County International control zones or remain above 2500 ft. unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95° - 105° unusable.

TAMPA-MAC DILL AFB-RADIO: About Aug. 3, RAPCON Radar will be shut down until approx Aug 18. (7-11)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

★WEST PALM BEACH AFB -TOWER: July 9, trans & rcvr 243.0 mc cmsnd.

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt, (2-26). Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness (4-19)

★ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: Cancel following freq: 319.2, 307.9, 324.7, 360.6. July 9, 243.0 mc cmsnd. (7-9)

★ATLANTA ARPT-TOWER: Cancel following freq: 271.2, 290.8, 338.2, 343.6, 353.7 mc. July 9, 243.0 mc cmsnd. (7-9) ASR-PAR shut down - modernization (7-19) FLD: Acft arriving arpt make initial contact with Atlanta apch control on 130.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)

BRUNSWICH ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17) About Aug 6, LF rng will be shut down until approx Aug 16. (7-16)

COLUMBUS ARPT: E/W rnwy clsd - construction. (5-17)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: VOR/DME usable dist. 35n mi at MEA. (5-10)

★NORCROSS-RADIO: VOR has automatic voice ident. (7-16) VOR coverage 060°-240°, 35 n mi at min en alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rngas en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

ROYSTON-RADIO: VOR/DME shut down July 9 until approx Sept. 10. Temp change in MEA during shut down period V20 ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'.(7-9)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)

**BOISE-CAMPBELL ARPT:(Formerly carried as Boise, Major's Arpt). (5-29)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

**CALDER ARPT: Abandoned. (6-30)

DIXIE USFS ARPT: Closed - const. (6-5)

★IDAHO FALLS-RADIO: July 1, trans 243.0, 255.4 mc and rcvr 243.0 mc cmsnd.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

MOUNTAIN HOME AFB-RADIO: USAF VOR unreliable. (5-29)

MOUNTAIN HOME-CONTROLLED FIRING AREA: A temp controlled firing area is established as follows: Name: Mountain Home, Idaho. Description: Beginning at lat 43-22, long. 116-08; thence to lat 43-13, long. 116-00; thence to lat 43-07, long. 116-12;thence to lat 43-17, long. 116-19; thence to lat 43-22, long. 116-19; thence to point of beginning.

IDAHO: Altitude:Aug-surface to 25,000'MSL. Time of use: Daylgt hrs. Activities conducted: Artillery firing - gun, mortar and Howitzer. Controlling agency: Montana National Guard Effective date: August 11 - 25 inclusive.

STREVELL ARPT:All lgts inop. (6-29)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above grnd on SE edge of excavation paralleling rnwy. Men & equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500' and 5500' MSL.

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & NE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BRADFORD-RADIO: H fac useable dist 20-25 s mi. (3-1)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600' south of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng.

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 08°-58°;70°-130° and 155°-317° 35 n mi at 2000' MSL. (6-12)

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends. (6-25) TVOR courses unreliable beyond 20 n mi between 5°-10°, 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) About July 23, TVOR will be shut down until approx Aug 6 - freq will be changed from 116.2 mc to 111.6 mc (7-6) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)

CHICAGO-O'HARE INTERNATIONAL ARPT-TOWER: About Sept 20, TVOR will be cmsnd. Freq: 108.4 mc. Ident: ORD. Monitoring category (1), with voice. Lctd lat 41-59-22, long. 87-54-10. (7-12) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd- const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)

**CHICAGO-SMITH SEAPLANE BASE: Three 255'(844' MSL) brick chimneys being erected 0.5 mi N. (5-4) 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long 87-33-36. (1-27)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)

ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.

KEWANEE ARPT: Men and equip. on fld intermittently - caution (6-29)

LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long 88-02-30. (4-12)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

NORWAY-SPECIAL NOTICE: About August 31, a 200' (977' MSL) temporary test twr will be erected at lat 41-27-22, long. 88-37-12. (7-22)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

ILLINOIS: POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.
QUINCY-RADIO: About July 23, ILS glide slope and lclzr will be shut down until approx August 15.
QUINCY-BALDWIN-QUINCY ARPT: Const 10' off either side and 50' off ends of rnwy 3-21 - installing hi-intensity lights. Men, equip. on field.
★ROCKFORD-RADIO: July 11, H fac cmsnd. Ident: RFD. Freq: 275 kc. Lctn: lat 42-06-52, long 89-05-53. Class: MHW.
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal building ramp-days, area mrkd. Approx 14" drop-off at edge of the taxiway leading between E end of the ramp and rnwy 18. Men, equip. crossing runway - days.
SPRINGFIELD-CAPITAL ARPT-TOWER: Soon, ILS will be cmsnd. Lclzr freq: 109.5 mc with voice. Ident: SPI. Lctd 1400' NE of NE end NE/SW rnwy. Apch bear 38°. glide slope freq: 332.6 mc. Lctd 400' NW of centerline and 1050' from apch end NE/SW rnwy. Proposed angle: 2.5°. MM lctd 400' (0.66 mi.) SW apch end NE/SW rnwy. Elev: 580' MSL. LMM freq 203 kc. Ident: PI. OM lctd 5.92 mi. SW apch end rnwy.
**LOM freq 230 kc. Ident: SP. Elev: 604'MSL. FLD: Men and equip. on fld durg daylgt hrs. 40' lgtd glide slope antenna pole 1050' apch end rnwy 4 and 400' NW rnwy centerline. Lgtd lclzr antenna shelter 1400' NE apch end rnwy 22.
WOODDALE-WOODALE MOODY ARPT: Clsd irregular intervals-flgt trng-marked.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
**ANGOLA-TRI-STATE ARPT: 150' lgtd microwave twr erected 7.1 n mi NNW (345°T) at lat 41-45-07, long 85-06-52.
**AUBURN ARPT: 910' (1780'MSL) lgtd TV twr erected 4.0 n mi SSE (173°T) at lat 41-19-59, long 85-03-07.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'.
DECATUR, HI-WAY AIRPORT: (New Field) - Type: P. Lat: 41-40, long. 85-30. Lctn: .3 mi E. Elev: 841'. No. of runways: 1. Longest runway & facs: 26-S3. Fuel: F1. Remarks: Soft when wet.
**ELKHART ARPT: 236'(1016'MSL) lgtd steel microwave twr erected 3.5 mi WNW at lat. 41-43-50, long. 86-03-48.
FT. WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. About Aug. 6, VOR will be shut down until approximately September 30 - modernization.
FT. WAYNE-BAER FLD-TOWER: About July 23, ILS glide slope will be shut down until approximately August 20. FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy.
GARY MUN ARPT: Const on pole line SW. Pole heights vary from 29' to 83' above ground. Four poles lctd nearest centerline of rnwy 2 will be 43' (633'MSL).
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction.
GREENSBURG ARPT: Use E half N/S rnwy only.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC(approx one year): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq. 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr frequency. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl tower.
LAFAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope flyable down to 50'. No touchdown point.
TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc. Trans and rcvs 118.5, 121.5, 121.9, 126.18, 236.6, 243.0 mc. Rcvs 122.5 mc, 3023.5 kc. Hours opern: 0600-2200.
TILDEN-RADIO: See Indianapolis, Indiana.
IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long 91-14-37 .
**DES MOINES ARPT: 250' (1067'MSL) unmarked concrete chimney being erected 5.9 n mi WNW (303°T) at lat 41-35-41, long 93-42-16. Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120' wide.
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. About Aug 13, VOR/DME will be shut down until approx September 13.
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip on rnwys, taxiways and ramp all hrs-check latest NOTAMS for rnwy closures.
**VILLISCA-TYLER ARPT: ABANDONED.
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys closed.
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt.
GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°.
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc. pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near runways, days.
**HORTON MUN ARPT: Rnwy lgts installed on N/S rnwy.
HUTCHINSON-RADIO: July 16, VOR shut down until approx Aug 15- modernization.
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500 and 5500' MSL.
**LIBERAL ARPT: 680'(3504'MSL) lgtd TV twr erected 2.0 n mi E (110°T) at lat 37-02-09, long 100-54-36.
**MARYSVILLE ARPT: 188'(1391'MSL) lgtd guyed antenna twr erected 0.75 n mi WSW (244°T) at lat 39-51-02, long 96-38-52.
OSBORNE ARPT: Strip lgts inop.
OTTAWA ARPT: Use turf strips with caution.
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long 95-07-15.
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt.
**TOPEKA-PHILIP BILLARD ARPT: 105'(1211'MSL) lgtd water storage tank erected 2.2 n mi SSE at lat 39-01-40, long 95-37-00. Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Extreme caution-temp shelter for radiosonde observations W of centerline N/S taxiway N of ctl twr. Use rnwys only.
** WICHITA ARPT: Mowing equipment on field - days. Aircraft remain on concrete area. Sod unsafe. (7-3) 1500' lead in light system southwest end runway 01 commissioned.
WICHITA-BEECH ARPT: N half NW/SE runway closed. Contact tower for landing instructions.

(24 July 1956)

KANSAS: WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc or rng voice channels. (8-20)

KENTUCKY: BOWLING GREEN-WARREN COUNTY ARPT: All lgts inop. (5-11)

CARROLLTON-BUTLER ST PARK ARPT: New fld. Type: L. Lctn: 2SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)

★CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. July 23, trans and rcvr 243.0 mc cmsnd.

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. (6-18) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Const. equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman fld. Const. E end rnwy 24. Const. work begins at ends of rnwys 6, 11 and 29. (6-14)

PADUCAH-SPECIAL NOTICE: July 29, 1400-1615 CDT - centennial air show will be in progress over the city and adj river areas. Group of small acft flying in single formation will perform 1400-1430 at altitudes from 500' to 3000'. Three jet acft will perform from 1500 until 1515 at altitudes from 50' to 15,000'. Flgt of F51 type acft will perform from 1545 until 1615 at altitudes from 50' to 15,000'. (7-17)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: ★ALEXANDRIA-RADIO: VOR shut down. During shut down, VOR MEA V-114 Baton Rouge to Converse Intersection 8000', MEA V-114 Baton Rouge to Alexandria LF rng 1300'; MEA V-114 Alexandria LF rng to Converse Intersection 3400'. July 9, trans and rcvr 243.0 mc cmsnd.

**BATON ROUGE-DOWNTOWN ARPT: 30' poles installed approx 350'N of N boundary. (7-6)

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots marked with red flags. (5-4)

★LAFAYETTE-RADIO: July 9, trans and rcvr 243.0 mc cmsnd.

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. About Aug 13, VOR will be shut down until approx Sept 13. (7-18)

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from landing without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: About July 15, ASR will be shut down until approx Sept 15. (6-8)

LOUISIANA: **FLD: 219' lgtd rdo twr erected 14.1 n mi ESE (130°T) at lat 29-51-12, long. 90-03-42. 305' (311' MSL) lgtd radio antenna erected 47 n mi SSE (175°T) at lat 29-13-40, long. 90-13-00. (6-22) Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

**NEW ORLEANS SEAPLANE BASE: Abandoned.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular caution.

SHREVEPORT-BARKSDALE AFB-RADAR APPROACH CONTROL CENTER: Radar vectoring for trng only. (7-19)

WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (7-13)

MAINE: ★AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt. July 12, trans 255.4, 243.0 mc and rcvr 243.0 mc cmsnd.

**AUGUSTA-STATE ARPT: 100' (565' MSL) lgtd rdo twr erected 2.0 n mi SW (230°T) at lat 44-18-28, long. 69-50-00. (6-27)

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

**BROWNVILLE JCT-PRAIRIE ARPT: Abandoned. (6-27)

**BRUNSWICH-RIVERSIDE ARPK SEAPLANE BASE: Abandoned.

**CHINA SEAPLANE BASE: Abandoned.

**HARRISON-PLEASANT AIR HARBOR: Abandoned.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

MILLINOCKET ARPT: Apron usable with caution-due broken pavement. Use rnwys only.

**N. WINDHAM-LITTLE SEBAGO SEAPLANE BASE: Abandoned.

**PORTAGE LAKE SEAPLANE BASE: Abandoned. (7-16)

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 2-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi & 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Drag races will be held 0800-1700 on the following dates: Aug 19, Sept 9th, 23rd, Oct. 7th. (5-28)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk. Rnwys 8-26 and 14-32 clsd to wheeled acft winters. (3-29)

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy, temp. rescinded.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W onE/W rnwy. Rnwy marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE course unreliable. Navy LF rng inop. (7-9)

★SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. July 23, trans and rcvr 243.0 mc cmsnd.

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. FLD: Rnwy 5-23 clsd xcpt for taxiing and parking. (5-10)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility tower unable to control traffic on apron between radar tower and National Guard hangar. S hangar area W of station 23 restricted to aircraft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and landings in southwesterly direction rnwy 22R restricted to aircraft of 12,500 lbs or less. Turboprop and turbojet aircraft landings and take-offs rnwy 4L-22R and turboprop and turbojet take-offs rnwy 33 prohibited. Caution - construction 140' ctl twr lctd Terminal Bldg area 2000' from centerline rnwy 15 and 1750' from center-

MASSACHUSETTS: line rnwy 4L, lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgtd 10' from the usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgtd lctd 2502 ft. NE of the SW end of rnwy 4R and bar lgts of alternating red and white units spaced at 100 ft intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominately red indication. Standard rnwy lgts between threshhold lgtd and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)

★HYANNIS-RADIO: July 9, the following freqs cmsnd: trans: 122.2, 135.0, 121.5, 135.9, 121.5, 126.7; rcvs: 122.1, 121.5, 126.7, 135.9 mc. Remotely controlled from Nantucket. (7-17)

**LOWELL-SOUTH LOWELL SEAPLANE BASE: Abandoned. (7-16)

★MARTHA'S VINEYARD-RADIO: July 14, the following freqs cmsnd: trans; 122.2, 135.0, 135.9, 121.5, 126.7 - rcvs; 122.1, 121.5, 126.7 mc. Remotely controlled from Nantucket.

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle.

ORANGE ARPT: All rnwys clsd on the following Sundays - Aug 19, Sept 16 and Oct 21 from 1300 to 1800 - fld mrkd. (5-24)

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)

BIG BEAVER ARPT: E/W rnwy soft -spring thaw. N/S rnwy - emerg only.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°.(2-27). VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHARLOTTE-BEACH ARPT: Two 165' (1048'MSL) unlgtd rdo twrs erected 1.1 n mi SW (240°T) at lat 42-34-00, long. 84-51-56. (6-19)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2; Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilots req. (6-27)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

**EAST LANSING-DAVIS ARPT: 220' (1080'MSL) lgtd rdo twr erected 5.0 n mi SSE (165°T) at lat 42-43-35, long. 84-29-25. (6-19)

EASTPORT-TORCH PORT ARPT: Caution - NW/SE rnwy under const. (3-29)

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

**GRAYLING-McNAMARA ARPT: Open to civilian operations. (6-6)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-RADIO: July 9, VOR shut down until approx Sept 1. (7-19)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650'SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - construction on fld. Men, equip. on fld. (6-5) Taxiway under const connecting the ramp area to the end of rnwy 27.(6-250

**LAPEER, DUPONT-LAPEER ARPT: Formerly carried as Lapeer Arpt. (5-21)

LITCHFIELD-RADIO: About Aug 6, VOR will be shut down until approx Sept 30 - modernization. (7-5)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.(10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

**MARLETTE ARPT: 551' lgtd TV twr and antenna erected 600' N W. (6-12)

MARQUETTE-COUNTY ARPT: Closed - const. (5-16)

MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd. (2-27)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

★PELLSTON-RADIO: July 19, trans 255.4 mc cmsnd.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)

PRUNDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge. (5-24)

SAULT STE MARIE-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. (6-15)

**TAWAS CITY ARPT: Abandoned. (7-17)

TRAVERSE CITY-RADIO: LF rng utilized as Homing fac. (7-5)

WEST BRANCH-GENTRY'S ARPT: N/S lndg strip under const, mrkd. Caution.

MINNESOTA: ALEXANDRIA-RADIO: VOR/DME shut down. (7-18)

BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (4-4)

BENSON ARPT: New fld under const - clsd all operns. Lctd 2.3 s mi. NW. Strip 2600' x200' Lat 45-20, long. 95-39. (4-4)

CLARISSA ARPT: New fld open operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

**CLEVELAND-LAKE JEFFERSON ARPT: Abandoned. (7-20)

DULUTH-RADIO: July 11, VOR shut down until approx Sept. 1. (7-10)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld-days. Jet blasts across W taxi strip vcnty AF run-up stand-caution when taxiing.

**GRAND MARAIS-SEAGULL SEAPLANE BASE: Abandoned. (6-25)

**HOWARD LAKE-FRANK ARPT: Abandoned. (6-29)

**ISLE ARPT: New fld. Type: L. lat 46-06-03, long. 93-27-42. Lctn: 0.5 N. No. of rnwys: 1. E/W - 2325' x 160' (turf). No lgts, storage or fuel.

★MINNEAPOLIS-RADIO: July 12, trans and rcvrs 243.0 and 255.4 mc cmsnd.

★MINNEAPOLIS-AIR ROUTE TRAFFIC CONTROL CENTER: July 20, trans and rcvr 132.3 mc discontd.

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

**MONTEREY TRI-MONT ARPT: Abandoned. (7-20)

**MORRIS ARPT: 188' (1278'MSL) lgtd steel twr erected 3.9 n mi NE (56°T) at lat 45-36-11, long. 95-53-14. (6-21)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - const in progress - rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lndgs.

**SHERBURN ARPT: Abandoned. (7-20)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

WORTHINGTON ARPT: N/S rnwy clsd-const - machinery on other rnwys. (7-2)

[redacted]: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

★GREENWOOD-RADIO: Freq 3023.5 kc unreliable. (12-1) July 9, trans and rcvr 243.0 mc cmsnd.

MISSISSIPPI: GULFPORT MUN ARPT-TOWER: VHF/DF operated by Air Forces from 1200-0600 on the following dates, inclusive: July 22-August 5, August 12-26. Trans and rcvg 121.5, 126.18, 137.88, 236.6, 243.0 and 121.3 mcs. Rcvg 122.5 mcs. (6-22) FLD: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

JACKSON-RADIO: VOR shut down. (7-17)

**JACKSON-HAWKINS ARPT: 259' (549'MSL) lgtd rdo twr erected 3.0 n mi SE (152°T) at lat 32-18-01, long. 90-11-03. (7-14)

McCOMB-PIKE COUNTY ARPT #8C, MSY-STL: ENE/WSW lndg strip clsd-reseeding.

MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness and course displacement. (5-16)

MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)

NATCHEZ-ADAMS COUNTY ARPT: About August 22, a 140' (367'MSL) drilling derrick will be erected at lat 31-36, long. 91-17. (7-13)

YAZOO CITY-BARRIER ARPT: Effective August 1, erection begins on 300' (580'MSL) twr 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24. (6-22)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/ or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution-men and equip on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc infor prior entering Kansas City control zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and hvy equipment in this area during daylight hours will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar-area mrkd. 55' (976')MSL lgtd boom on top travelling derrick in opern on new Missouri River Bridge at lat 39-08, long. 94-35. Open trench along N taxiway from term area N to E/W rnwy thwn W on S side of E/W rnwy and at intsxn of rnwy 35 and 21- approx length 150'. Open trench 18'' deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip on fld and crossing N taxiway. (6-27)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft xcpt on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL.

ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 3, trans and rcvr 132.3 mc will be discontd. (7-9)

ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution-rnwys apchs rough and unusable. Grass area closed.

ST. LOUIS- PARKS METROPOLITAN ARPT: Every 2 nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs-mrkd. Aerobatic area for student training; Bounded by long. 90-00, and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500'MSL. (5-25)

ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

SPRINGFIELD ARPT: Caution-const in progress along E edge of parking area and S of main ramp along NW/SE taxiway. (7-3)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

MISSOURI: WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (5-4)

MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. Relocation.

BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000';220°-248°,35n mi at 11,000';248°-264°,26n mi at 11,000'264°-317°,35n mi at 11,000'.

BUTTE ARPT: Rnwy 2-20 lgts inop-clsd ngt air carrier operns only. (5-1)

CUT BANK-RADIO: About July 30, VOR will be shut down until approx Sept 30. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank. (7-12)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Following gross weight restrictions in effect: rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)

✱LEWISTOWN-RADIO: July 3, trans 243.0, 255.4 mc and rcvr 243.0 mc cmsnd. VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

** NINEMILE ARPT: Abandoned. (6-30)

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500': Homestake FM pattern is 2 mi wide and 4 mi long. (12-16)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BEATRICE-RADIO: About Aug 1, TVOR will be cmsnd. Freq 110.6 mc. Ident BIE. Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvs 121.5, 122.1 mc. Opers 0700-1900. Operated by State of Nebraska. (6-30)

CHADRON ARPT, SITE 15, CYS-HON: NNE/SSW rnwy clsd-const; caution-WNW/ESE rnwy.

KEARNEY-RADIO: About Aug 1, State TVOR will be cmsnd. Freq 111.2 mc. Ident: EAR. Rcvs: 121.5&122.1 mc. Monitoring category (1) 0700-1900 & (3) 1900-0700. (7-3)

LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14 and 450' NE of centerline. (7-3)

McCOOK-RADIO: About Aug 1, State owned TVOR will be cmsnd. Freq 110 mc. Ident: MCK. Rcvs: 121.5, 122.1 mc. Monitoring category (1) 0700-1900 & (3) 1900-0700. Operates daily 0700-1900.

OMAHA-RADIO: VOR/DME shut down. (7-17)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxistrip and S of United Airlines hangar. (12-20)

**OMAHA-CLEAR RIDGE ARPT: 300' lgtd rdo twr erected 2.0 n mi ENE (74°T) at lat 41-19-06, long. 95-59-52. (5-31)

[redacted]: SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi-strips. Caution.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

**BOULDER CITY-LAKE MEADE SEAPLANE BASE: Abandoned.

CARSON CITY ARPT: Fld soft off rnwys and taxiways.

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600'MSL. All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas.

LAS VEGAS-RADIO: The Crystal FM on NE course, decmsnd and being relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V 8, V 21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270,-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180,-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Only VOR airway radials flight checked.

[redacted]: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAP Commun Stn, Concord Mun Arpt anytime(Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350,-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed.

NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy.

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Field closed during these operations.

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 not usable on any part. Other rnwys open to civilian and military tfc.

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270,-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. VOR has moderate roughness all quads.

COLT'S NECK-RADIO: About Aug 10, VOR ident will be changed from "OLT" to "COL".

MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays.

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only.

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiple three to four degrees SW of SE course. Lgt multiples other courses.

NEW JERSEY: NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const- taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT-TOWER: About Aug 13, ILS will shut down for approx three days for freq change. Lclzr will be 109.3 mc, glide slope 332 mc. FLD: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 238°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness.

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only.

**WOODBINE ARPT: 304'(311'MSL) twr erected 6.5 n mi SSE(169°T) at lat 39-07-29, long 74-45-55. 304'(311'MSL) twr erected 6.0 n mi SE(155°T) at lat 39-08-21, long 74-45-29

NEW MEXICO: CARLSBAD ARPT: Rnwy work in progress on rnwys 3-21 and 32L-14R. Usable. Open ditches alongside. Flare pots for ngt landing on request.

CLOVIS AFB: Heavy jet traffic 0600-1500 hrs(MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 26L-8R clsd to all tfc.

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway.

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near edges rnwy.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Bndry and rnwy lgts inop.

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

SANTA FE(NEW) MUN ARPT: 3600' extn under const apch end rnwy 2. Road equip operg adj taxiways and apch end of rnwys 28 and 33. Ramp const underway adj present ramp and taxiways leading to rnwys 15 and 20. Rnwy 15-33 closed - construction.

**SHIPROCK ARPT: (Formerly carried Shiprock-Indian Service).

ZUNI-RADIO: VOR has moderate scalloping SW quadrant.

NEW YORK: **AMITYVILLE-ZAHNS ARPT: Right traffic East and South.

BINGHAMTON-RADIO Erretic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route altitude.

**BUFFALO ARPT-TOWER: Trans and rcvrs 126.5, 120.7 mc cmsnd.

DOWNSVILLE-RADIO: July 17, VOR mobile test unit placed in opern on freq 110.2 mc at lat 42-10-40, long 74-57-27.

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus only. Clsd to all operns unless previous arrangements are made by telephone to have tower open and adequate crash facs. Fuel unavail. transient acft.

FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: Aug 12, 26, Sept. 9, 23- drag races. W end of the E/W rnwy will remain open.

NEW YORK: HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.

HUGUENOT-RADIO: About Sept. 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long. 74-35-29. Elev: 1308' MSL. Monitor category (1). Monitored from Wilkes-Barre-Scranton, Pa. Variation: 11°W. (6-8)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

ISLIP-MacARTHUR ARPT-TOWER: About Aug 17 ILS will be shut down approx four days-modernization. (7-20)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.

KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (5-11)

LAKE PLACID: Not a seaplane base. Do not land thereon.

★MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5) July 23, trans and rcvr 243.0 mc cmsnd.

MIDDLETOWN-RANDALL ARPT: Closed. (1-7)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY-SPECIAL NOTICE: Through July 28, 1956, all acft urged to avoid Lewishon stadium area located E of Hudson Riv midway between Central Park and George Washington bridge, between the hours 1930-2200 all days xcpt Fridays and Sundays. (6-18) Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N. J.

**NEW YORK-CATER WHITE SEAPLANE BASE: Abandoned. (7-16)

**NEW YORK-EVERS SEAPLANE BASE: Abandoned. (7-16)

**NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Three taxiways from rnwy 25R and ramp to bldgs 81 and 82 opened for full operns. (7-12) Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl.bus. or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail taxiing only. (4-2) Taxiway H now in opern. (4-12)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bulls eye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft. General trucking, 40' crane, men, equip operg along inside base of dike - days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd, flags -days and lgtd ngts. Equip parked 250' from centerline of rnwys when not in use.

**NEW YORK ROCKAWAY ARPT: Rgt tfc N, NE, E, SE. (6-21)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing.

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT-TOWER: About Aug 10, ILS will be shut down for approx three days. Lclzr freq will be changed to 110.1, glide slope to 334.4 mc. (7-20) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed - const.

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - landing jet interceptor acft using left hand pat at 1878' MSL. (4-28)

SPITFIRE LAKE: Closed seaplane operns - xcpt emerg. (7-7)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800' Apch lgts inop. (6-8)

**TARRYTOWN SEAPLANE BASE: Abandoned. (7-16)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg. (7-7)

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: F[illegible]t 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hours within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

**YONKERS SEAPLANE BASE: Abandoned. (7-16)

NORTH CAROLINA-**ALBEMARLE SOUND-CAUTION AREA: Effect. July 26, Caution Area (C-10) will be rescinded. (4-24)

**CHARLOTTE-DOUGLAS ARPT: Rnwy 11-29 clsd perm to all acft over 30,000 lbs gross wt. Runway open days only to acft 30,000 lbs or less. (6-27)

COFIELD-RADIO: VOR will be cmsnd about July 26. Freq: 116.2 mc. Ident: CVI. Lctd lat 36-22-24, long. 76-52-18. Monitor category (3). Class: VORW. (7-2)

**ELKIN ARPT: Abandoned. (5-28)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt.

GREENSBORO-HIGH POINT ARPT-TOWER: ILS glide slope and MM facs shut down until approx Aug 17 - relctn. Glide slope flyable to 20' above rnwy. No touchdown point. (7-17)

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)

**LONG POINT SHOAL-CAUTION AREA: Effect July 26, Caution Area (C-127) will be rescinded.

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. VOR radials 80° thru 100°, 125° thru 145°, 175° thru 290° unusable acct excessive roughness and bends. (5-9) About July 26, S course LF rng will be realigned from 015° to 048°. (5-31)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.

NORTH CAROLINA: SALISBURY ARPT: Boundary lgts inoperative. (2-16)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (7-12)
WILLIAMSTON-RADIO: About July 26 VAR will be decmsnd. (6-20)
WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between runwys 16 and 23 and final apch leg and first 1300' rnwy 23.(9-27) Open drainage ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27 (4-4)
**WINSTON SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm clsd. (6-22)
NORTH DAKOTA: BOTTINEAU ARPT: Elev: 1670'.
**DICKINSON ARPT: 621' (3556' MSL) lgtd guyed TV twr erected 7.2 N mi SSW(213°T) at lat 46-43-30, long. 102-54-58. (7-2)
FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)
JAMESTOWN-RADIO: July 13 VOR/DME shut down until approx Sept 16. Disregard spurious signals. (7-16)
MADDOCK ARPT: Closed- construction. (6-10)
MINOT-RADIO: VOR shut down until approx Aug 1 - modernization. (6-4)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: AKRON-RADIO: July 23, trans 255.4 mc cmsnd. UHF/DF rcvr 305.4 mc.
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.
★AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) July 23, trans & rcvr 243.0 mc cmsnd. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic -- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Closed until September 1, 1956 - const. (4-12)
★CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60°-150°, 35n mi at min en route alt. (1-14) Effect June 20, radar apch control service unavail 2400-0800. (6-19) About Aug 13, VOR/DME will be shut down until approx Aug 31 - freq will be changed from 115.6 mc to 115.4 mc. (6-22) July 23, trans & rcvr 243.0 mc cmsnd.
★CINCINNATI-GREATER CINCINNATI ARPT-TOWER: July 23, trans & rcvr243.0 mc cmsnd. FLD:Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld s ide of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution-men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas, flagged and lgtd.
**CINCINNATI-LINDON AIR HARBOR SEAPLANE BASE: Abandoned. (7-16)
★CINCINNATI-LUNKEN ARPT-TOWER: July 23, trans and rcvr 243.0, 257.8 mc cmsnd. FLD: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of Fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: About July 23, ILS will be shut down for approx four days. (6-22) Will be relocated 1136' from SW end and 500' NW of centerline rnwy 5 L. FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. 92' const derrick 1900' off apch & 900' left of centerline rnwy 5L-lgtd. (7-12) Const. of north concourse in progress 800' N from main terminal. (5-17)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only-steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.
COLUMBUS-RADIO: VOR shut down - relctn. VOR will be relctd to Appleton, Ohio at lat 40-09-04, long. 82-35-23. (7-5)
**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules -- Take Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.
★DAYTON-RADIO: July 22, trans & rcvr 243.0 mc cmsnd. VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)
★DAYTON ARPT-TOWER: July 20, trans & rcvr 119.5 mc changed to 120.7 mc. (7-21) id. July 22 trans and rcvr 313.4, 243.0 mc cmsnd. FLD:Caution when apchg arpt as florescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (5-2)
DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip. on fld. (7-17)
★MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° to 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11) July 23, trans & rcvr 257.8, 243.0 mc cmsnd.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
PORT CLINTON ARPT: Sod areas usable, rough. Caution-land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)
PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take - off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution controlled jet tfc operg off fld. (9-29)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260° 280°, 34 n mi at 2000'. (10-5)
WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° ** below 3500 ft. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)
ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed. (5-16)
★GAGE-RADIO: July 9, trans & rcvr 243.0 mc cmsnd.
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
HOBART ARPT: Rnwys 17 and 35 clsd-resurfacing. Caution-men, equip on fld. (7-12)
**KINGSTON-CANEY CREEK ARPT: ABANDONED. (6-7)
MANGUM-PONDER ARPT: Closed. (3-2)
McALESTER-RADIO: June 18, VOR shut down until approx Aug 18. (6-18)
OKLAHOMA CITY-RADIO: July 23, VOR shut down until Aug. 23, - modernization (7-23)
★OKLAHOMA CITY-TINKER AFB-RADIO: Change remarks RAPCON; Arrival & Departure Control avail. to all arpts Oklahoma City Terminal Area. ASR apchs avail. rnwy 30, 17, 35 at Tinker AFB. ASR apchs avail. rnwys 17 & 35 Will Rogers Arpt. (7-17)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes.

(24 July 1956)

OKLAHOMA: TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off wt. Rnwy 3R-21L daylgt hrs only. Rnwy lgts inop.

OREGON: AURORA FLIGHT STRIP: Auto drag races will be conducted on the following dates: July 29; Aug 12, 26; Sept 16, 30. (6-26)

★BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. July 24, trans & rcvr 243.0, 255.4 mc cmsnd.

CASCADE LOCKS-STEVENSON ARPT: Caution-paving of rnwy. (6-8)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE-MAHLON-SWEET ARPT: Half of taxiway 12 from Admin. Bldg to SE end of field clsd - hazard marked. (6-29)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.

KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36 - max. height 45'. Caution - equipment crossing rnwys. (5-24)

LAPINE ARPT: Caution - const. (6-8)

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek Area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. Rnwy 14-32 clsd - const. (6-27)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PINEHURST ARPT: Caution - const. (6-8)

PORTLAND INTN'L ARPT: All inbnd acft equipped with appropriate multiple rdo freq shall make initial contact with Portland Apch Ctl on 118.1 mc regardless of weather. Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts. About Aug 5 to approx Sept 5, VOR will be shut down - modernization. During this period the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (7-10)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection the The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)

TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275°-N to 75° usable 26 n mi at minimum instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. About Sept 10, VOR/DME will be shut down until approx Sept 28 - modernization. (6-22)

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

BRISTOL-3M ARPT: Caution - const. equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.

CLEARFIELD ARPT: Closed. (2-2)

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ELLWOOD CITY-RADIO: About Aug 1, VOR will be cmsnd. Ident: EWC. Freq: 114.2 mc. Lctd lat 40-49-30, long. 80-12-45. Monitoring category (1). Voice and monitoring from Greater Pittsburgh. Elev: 1229' MSL. Class: BVOR. (4-13)

★ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt. July 23, trans & rcvr 243.0 mc cmsnd.

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

★HARRISBURY-RADIO: July 20, trans & rcvr 243.0 mc, 382.2 mc cmsnd. VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

★HARRISBURG-STATE ARPT-TOWER: July 20, trans & rcvr 243.0 mc, 382.2 mc cmsnd. FLD: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)

PHILADELPHIA-SPECIAL NOTICE: Acft avoid flying over Playhouse and Robinhood Dell in Fairmount Park section between hrs 1330 and 2230 - music festivals. (7-9)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 closed for landings; rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 closed for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered nights. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35 - marked days lgtd nights moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10.

PHILIPSBURG-RADIO: Soon VOR/DME will be shut down-until approx Sept 1 - modification and installation of TACAN. (6-25)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189. About Sept 10, VOR/DME will be shut down until approx Oct 19 - modernization. (6-22)

**PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' by 100' open for daylight opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two-ft trenches lctd 5 to 30 ft from edges and ends all rnwys and taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mi final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys comsists of green bar lgts across the rnwy at the threshold and 13 red lights spaced at approx 110' intervals along the extended runway centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. (3-28) Lights are variable in brightness and controlled by the Allegheny twr. Brightness settings are determined by prevailing weather conditions. (4-10)

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope unusable to apch end of rnwy 28 to touchdown. July 9, UHF/DF cmsnd; freq: 236.6, 243.0 mc. Brg on req. other UHF freq. About Aug 7, twr freq 236.6 mc will be decmsnd. (7-20)

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH ARPT: Extensive civil air carrier tfc. Steepdrop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at min en route alt.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
TOWANDA ARPT: Closed-flooded.
WARREN ARPT: 200' of rnwy washed away. Fld unattended.
WASHINGTON ARPT: Closed to transient aircraft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route altitude in all azimuths.
CHARLESTON AFB/MUNICIPAL ARPT: Soft dirt threshold rnwy 3-21. (7-11)
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temporary MEA Columbia to Florence via V-56, 4000'. (4-10) About July 26, LF rng will be realigned as follows: NE course from 232° to 192°; SW course from 52° to 12°. (6-5)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, and all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: N/S rnwy clsd-const. Ctc MYR rdo for landing conditions.
NICHOLS ARPT: Caution-const. (2-24)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft pilots' discretion. (4-25)
PHILIP ARPT, SITE #31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd-const. (6-5)
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mile S.
WATERTOWN-RADIO: July 9, VOR shut down until approximately September 1 - modernization.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng.
DYERSBURG ARPT: Runway lights inoperative.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course distrubance in mountainous areas.
✱KNOXVILLE-McGHEE TYSON ARPT-TOWER: Trans and rcvr 118.1 mc cmsnd. (7-23)

TENNESSEE: MEMPHIS-RADIO: About Aug 27, VOR will be shut down until Sept-27-modernization.
**MEMPHIS NAS-SPECIAL NOTICE: Effect. July 26, Control Area and Caution Area (C-111) will be rescinded.
✱NASHVILLE-RADIO: VOR courses clockwise 060°-120° not usable beyond 15 n mi. Courses clockwise 210°-250° unusable. VOR/DME signal coverage clockwise 270°-180° from stn 43 n mi. Coverage clockwise 180°-270° from stn 35 n mi at MEA. (7-23) July 9, trans and rcvr 243.0 mc cmsnd. (7-10)
NASHVILLE-BERRY FLD: About August 13, erection will begin on 1380'(2049'MSL) lgtd rdo twr 6.6 n mi NW at lat 36-08-50, long. 86-49-53. (7-16) Rnwy 2R-20L closed to all tfc as a rnwy-use as a taxiway. Temporary 115' lgtd tower located 2500-3000' southeast on centerline rnwy 15-33.
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable-severe scalloping.
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE MUNICIPAL ARPT: Boundary lights rnwy 13-31-unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
**ANDREWS-COUNTY ARPT: 208' (3313'MSL) lgtd rdo twr erected 3.0 n mi SW (236°T) at lat 32-18-02, long. 102-34-44. (6-28)
✱AUSTIN-RADIO: July 9, trans 255.4 mc cmsnd.
AUSTIN-MUELLER ARPT: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pattern - extensive jet operations all altitudes. Neon approach light system inoperative Const SE corner of fld.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS inop. (12-9)
**BAKERSFIELD-LIGON RANCH ARPT: Abandoned. (6-4)
BEAUMONT-JEFFERSON COUNTY ARPT: ILS lclzr ant shelter 12' high 2700' E centerline apch end rnwy 29 and glide slope bldg 15' high 400' W of centerline rnwy 11-29 and 1000' from apch end rnwy 11 under const-unlgtd. (7-6)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
✱BRITTON-RADIO: VOR operg on test-basis. Freq: 117.0 mc. Ident: BRT. Monitor category (3). Lctd lat 32-29-24, long. 97-04-00. Class: VORW. (7-16)
BROWNSVILLE-MAULDIN MUN ARPT: 165' (187'MSL) lgtd temp derrick erected 2.1 n mi WNW (305°T) at lat 25-58-00, long. 97-33-00.
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
**CANDELARIA-HOWARD ARPT: Formerly carried Candelaria Arpt.
✱CHILDRESS-RADIO: July 9, trans and rcvr 243.0 mc cmsnd.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.
✱COLLEGE STATION-EASTERWOOD ARPT-TOWER: About Aug 3, trans and rcvr 151.56 mc will be discontd. (7-11) July 9, trans and rcvr 243.0 mc cmsnd. (7-10)
✱CORPUS CHRISTI-RADIO: July 9, trans and rcvr 243.0 mc cmsnd.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.
✱DALLAS-LOVE FLD-TOWER: July 9, Tank elliptical-shape FM cmsnd on back-course ILS. Ident two dots. Lctd lat 32-49-22, long. 96-49-08. (7-11) FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius. Formation take-offs not permitted. Extensive pipeline const in progress vcnty of S end of N/S rnwy. 35' crane and ditchdigging equip in opern days. While ditch is open in line with S end rnwy will be clsd to N lndgs, S take-offs of all acft 12,500 lbs or more and all military acft xcpt liaison types. Taxiway serving S end of rnwy will be clsd at intervals. Hazard mrkd and lgtd-caution advised.
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads.
EL PASO-RADIO: DME coverage 240° - 265°, 35 nautical miles at 8500'; 265° - 300°, 26 nautical miles at 10,000'.

TEXAS: EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lft acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain leteral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited.

FALCON-UTAH ARPT: Abandoned.

**FALFURRIAS-BROOKS COUNTY ARPT: 200'(320'MSL) lgtd rdo twr erected 17 n mi S (184°T) at lat 26-55-12, long 98-08-04.

**FORT STOCKTON-HENDERSON TWO ARPT: Elevation: 3500'.

★FORT WORTH-RADIO: July 9, trans and rcvr 243.0 mc cmsnd. VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping.

★FT. WORTH-CARTER FLD-TOWER: July 9, trans and rcvr 243.0 mc cmsnd.

**FT. WORTH-CON ARPT: ABANDONED.

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown.

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop.

**GONZALES ARPT: New Fld. Type: P. Lat 29-32, long 97-28. Lctn: 0.5 NE. Elev: 350'. No. of rnwys: 1. Lngst rnwy & facs: 33-S3. Fuel: F1. Remarks: Caution-when wet.

**GULF COAST ARPT: Permanently closed.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long 96-32-00.

HARLINGEN-RICHARDS ARPT: 165'(205'MSL) lgtd temp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long 97-46-45.

**HEREFORD-PAETZOLD ARPT: New fld- Type: P. Lctn: 1 mi SE. Elev: 3808'. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter.

HOUSTON-RADIO: VOR radial 306° unreliable; radials 120° thru 140° unusable acct scalloping and bends. About July 23, VOR/DME will be shut down until approx Aug 20. Freq will be changed from 114.1 mc to 115.9 mc.

HOUSTON-GULF COAST ARPT: Closed.

**HOUSTON-INTERNATIONAL ARPT: 300'(339'MSL) lgtd stack erected 4.0 n mi NNW (354°T) at lat 29-43-27, long 95-16-00. Caution - aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement.

HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld N/S and E/W rnwys closed. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable.

JEFFERSON-CYRESS RIVER ARPT: Rough-use extreme caution.

★JUNCTION-RADIO: July 9, trans and rcvr 243.0 mc cmsnd.

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700.

KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345°- excessive course displacement.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling.

★LUBBOCK-RADIO: July 9, trans and rcvr 243.0 mc cmsnd.

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

**MARATHON-DUGOUT MOUNTAIN ARPT: ABANDONED.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically day-lgt hrs Sundays. Fld will be closed by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority.

TEXAS: McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings.

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy.

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0° thru 95° at 2300' MSL.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed.

★PALACIOS-RADIO: May 15, VOR shut down. July 9, trans & rcvr 243.0 mc cmsnd.

PORT ISABEL ARPT: Unsafe - under construction.

QUITMAN-RADIO: VOR shut down.

**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried Rio Grande Arpt). Type: P. Lngst rnwy & facs: 23-S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice.

SALT FLAT-RADIO: April 19, VOR shut down until approx Aug 6-freq will be changed to 113.0 mc. During shutdown, Salt Flat int estab using El Paso 080° radial and V-94 adj stn arwy radial. MEA El Paso to Salt Flat Int via V-16, 10,800'MSL. Salt Flat Int to Gore Int. via V-16, 14,000'MSL. Gore Int to Wink, published MEA.

**SAN ANTONIO-STINSON ARPT: 194'(794'MSL) lgtd rdo twr erected 3.1 n mi NNW(343°T) at lat 29-23-33, long 98-29-22.

★SAN ANGELO-MATHIS ARPT-TOWER: July 1, CAA twr cmsnd. Freq: 272 kc, 118.3, 121.5, 257.8, 243.0 mc. Rcvs: 3023.5kc; 122.5, 121.5, 118.3, 257.8, 243.0 mc. Trans & rcvs 121.9 mc mobile gnd tfc. Class: AC (g).

SAN MARCOS ARPT: Closed - construction.

**SANTA ELENA-DIAMOND O RANCH AIRSTRIP: Elevation: 420'.

**SANTA ELENA-HUMBLE KELSEY FLD: Elevation: 250'.

SHAMROCK ARPT: Bcn and rnwy lgts inop.

SINTON ARPT # 1: 126' lgtd derrick erected 2500' N of E/W rnwy.

**SPOFFORD-JAMESON RANCH ARPT: Formerly carried Spofford, Flying X Ranch Arpt).

**SUDAN MUN ARPT: Abandoned.

SULPHUR SPRINGS-RADIO: June 25, VOR shut down until approx Aug 27. During shut-down, MEA Texarkana to Dallas via V-16 will be 3800'.

**TERLINGUA-MENCHIN RANCH ARPT: Abandoned.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy # 5 approx 13.4 n mi WSW of Texarkana LF range.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution.

**VICTORIA-COUNTY ARPT: 107'(227'MSL) lgtd oil well derrick being constructed 1.5 n mi SE(145°T) at lat 28-46-50, long 97-05-40. 289'(363'MSL) rdo twr erected 7.1 n mi E(100°T) at lat 28-46-01, long 96-58-54.

★WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified. July 9, trans and rcvr 243.0 mc cmsnd.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

**DRAGERTON ARPT: Abandoned.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30°, and 180°-220°, 25 n mi.

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.

★OGDEN-RADIO: Trans 255.4, 243.0 mc and rcvr 243.0 mc cmsnd. VOR coverage 5°-120°, 30 nautical miles at 11,000 feet. DME coverage 360°-150°, 17 nautical miles at 12,000 feet.

SALT LAKE CITY-RADIO: VOR shutdown. The following airways will not be usable during shutdown. V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger.

UTAH LAKE-RADIO: VOR usable distance at 14,000 feet MSL from 010° through 040°, 35 nautical miles, 40° through 50°, 30 nautical miles, 50°-85°, 40 nautical miles; at 13,000 feet MSL from 145° through 155°, 35 nautical miles, and 275° through 295°, 30 nautical miles. Course roughness exists over mountain ridges north through east between 15 and 20 nautical miles.

VERMONT -SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. Capital 3-2311, Ext.808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime. (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.

BARRE-MONTPELIER ARPT: Caution-500' extn S end rnwy 35 under const, men, equip on fld.

BRISTOL ARPT: E/W rnwy closed, obstn. (4-4)

**ST. ALBANS-POINT HILL ARPT: Abandoned. (7-16)

VIRGINIA -SPECIAL NOTICE: On or about June 26, 1956, obstn lgts and mrkgs on the MRL antenna poles at Blackstone, Norfolk and Tappahannock will be perm discontd.

BLACKSTONE AAF: Fld clsd to civil acft. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vicinity. Contact Blackstone Rdo for advisory info. (12-28)

★BLACKSTONE-RADIO: Trans and rcvr 243.0 mc cmsnd. (7-23)

CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const. (11-7)

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS discontd - Martinsburg, W. Va will control VOR and LF rngs. Auto wea trans entered on Service A. (6-29)

★GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11) July 23, trans & rcvr 243.0 mc cmsnd.

★GRUBBS-RADIO: Delete Grubbs VOR, it was mobile test unit. (7-18) This corrects AIRGI Vol. 11, No. 9.

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-4)

★LYNCHBURG-RADIO: July 23, trans and rcvr 243.0 mc cmsnd.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimum inop, ngts.(7-6)

★MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. July 23, trans & rcvr 243.0 mc cmsnd.

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.

WEST POINT ARPT: Caution-men, equip on rnwys 0730-1630 daily xcpt Sat and Sun.(6-25)

WILLIAMSBURG-SPECIAL NOTICE: After 0730 daily avoid flying within a 5-mile radius of lat 37-16, long. 76-43, - concerts. (7-2)

WILLIAMSBURG-COLLEGE ARPT: Caution-NE/SW rnwy under const. Men, equip on rnwy all hours. (4-19)

WASHINGTON -SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to heavy traffic. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.

WASHINGTON -**CONNELL ARPT: All strips closed perm xcpt N/S strip. (7-21)

DEER PARK ARPT: E/W rnwy closed on alternate Sundays - drag races. (4-9)

★ELLENSBURG-RADIO: July 1, trans and rcvr 243.0 mc cmsnd. (7-7)DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown. Prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area: 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers cont. (6-29)

**FORT LEWIS-CONTROLLED FIRING AREA: Effect.July 26, the following Controlled Firing Area will be established: Name: Fort Lewis, Wash. Description: From a point of Northern Pacific RR at lat 47-05-22, long. 122-30-15; easterly to a highway at lat 47-05-22, long.122-26-00; southeasterly along this highway to lat 47-01-20, long. 122-22-00; southwesterly to lat 46-59-40, long. 122-26-00; westerly to lat 46-59-40, long. 122-30-00;northwesterly to lat 47-00-50, long. 122-32-10; thence northerly along the eastern edge of R-503 and R-504 to point of beginning at lat 47-05-22, long. 122-30-15. Time of Use: Daylgt hrs only. Activities conducted: Artillery firing, intermittent air/ground firing and aerial bombing in support of ground troops. Controlling Agency: CG, Fort Lewis, Wash.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314°-radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW ARPT: Closed to night operns. (6-15)

SEATTLE-RADIO: VOR shut down. (7-19)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'. (3-15)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr - caution. W side taxiway clsd to tfc until approx Sept. 29. (7-17)

**SEATTLE-LAKE UNION SEAPLANE BASE: Abandoned. (7-16)

**SEATTLE-SKY HARBOR SEAPLANE BASE: Abandoned. (7-16)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD:Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 7-25 and 11-29 clsd. Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be closed to all 4-eng acft. (5-4) Radiosonde balloon being released at approx 0300Z 0900Z 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo.

SHELTON-RADIO: Soon, Z marker associated with H fac will be changed to low powered FM. Class: HW. (6-8)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD; Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21. Rnwy 7-25 clsd to all operns.

WASHINGTON: TACOMA-RADIO: Soon, RAPCON surveillance radar will be shut down until approx July 30 - modification. RAPCON will provide en route ctl and manual apch ctl during this period using ANC separation standards.

**TACOMA-AMERICAN LAKE SEAPLANE BASE: Abandoned.

TACOMA-BARRY'S SKY HARBOR ARPT: Closed.

**WINCHESTER BCN SITE # 13 - SEA-HLN: Effect. July 30, bcn site will be perm discontd.

★YAKIMA-RADIO: VOR fligt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts; July 1, trans 255.4, 243.0 and rcvr 243.0 mc cmsnd.

★YAKIMA ARPT-TOWER: July 1, trans and rcvr 257.8 mc cmsnd.

WEST VIRGINIA: ★CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. July 23, trans & rcvr 243.0 mc cmsnd.

★CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. July 23, trans and rcvr 383.8, 243.0 mc cmsnd.

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.

ELKINS MUNICIPAL ARPT: Rnwy lights 4-22 inoperative.

**HUNTINGTON-AERO SEAPLANE BASE: Abandoned.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline & 1100' from S end rnwy 35, lgtd. Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on field, obstruction marked.

★MORGANTOWN-RADIO: July 23, trans and rcvr 243.0 mc cmsnd. LF rng has multiples and fades all courses.

**PETERSBURG ARPT: 285' lgtd rdo twr erected 7.5 n mi NE(64°T) at lat 39-03-06, long 79-00-16.

★WHEELING-OHIO COUNTY ARPT-TOWER: July 23, trans & rcvr 257.8, 243.0 mc cmsnd.

WISCONSIN: EAU CLAIRE-RADIO: About Aug 6, VOR will be shut down until approx Sept. 30 - modernization.

GREEN BAY-RADIO: VOR shut down until approx Aug 1 - modernization.

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn.

LONE ROCK-RADIO: July 9, VOR shut down until approx Sept. 1- modernization.

★MADISON-TRUAX FLD-TOWER: July 5, trans and rcvr 275.8 mc cmsnd. FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares nights.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. FLD: Rnwy 7L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. Parking fac limited-itinerant military acft on unofficial bus. may find parking fac unavailable.

MILWAUKEE-MAITLAND FLD: Closed all operations.

**MILWAUKEE SEAPLANE BASE: Abandoned.

OSHKOSH-WINNEBAGO COUNTY ARPT: Aug 1-6 E/W rnwy and N end N/S rnwy clsd - air show - caution obstns on fld - fld marked by cross at wind tee.

**STOUGHTON-NELSON ARPT: ABANDONED.

TOMAHAWK-FOREST PROTECTION ARPT: Closed - construction.

WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering traffic pattern occasional jet aircraft opern with pickup and dropping of tow targets. (4-29) Rnwy 12-30 closed. Aircraft to be parked on runway.

CHEYENNE ARPT: Overrun lights runway 8-26 inop. Apron adj term bldg clsd-const. Men and equipment on field-days.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

JACKSON ARPT: E/W rnwy clsd-fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd-const. Use new auxiliary 150' x 5400' strip E of N/S rnwy.

KEMMERER ARPT: Caution - reseeded and soft.

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM & LF rng.

ROCK SPRINGS ARPT: Caution - first 500 feet northwest end northwest/southeast runway closed - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approximately 35 nautical miles between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all runways. Men and equipment on field. Use extreme caution.

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: Runway 9R-27L closed. Men, equipment on field. All traffic use runway 9L-27R

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on north departure ramp not fully visible from tower - caution.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. ALT. AT GLIDE SLOPE INTERCEPTION. INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
AUSTIN, TEXAS **Mueller Arpt. 631** **ILS - IAUS LOM AU** Comb. ILS/ADF Procedure Number 1 Amendment No. 11 Effect: 25 August 1956 Supersedes Amdt. No. 10, dated 3 March 1956 Major Changes: Add final from Webberville Intersection @	Austin VOR	OM	148 9.8	2000	E side SE crs. 125 - outbnd 305 - inbnd 2000 within 10 mi. (Beyond 10 mi. NA)	ILS 2000 • ADF 1200 over LOM	2120 5.3	820 0.6	T-dn C-dn S-dn 30L ILS ADF A-dn ILS ADF	300-1 500-1 500-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	300-1@ 500-1.5 300-0.75 400-1 600-2 800-2	Climb to 2500' on NW course ILS or within 5.3 miles LOM(ADF) climb 2500' on course 305° within 20 miles. When directed by ATC turn right, climb to 2100' on NE course AUS-LFR within 20 miles. *2000 will intercept glide slope 0.5 miles after passing OM. 400-1 required when G/S not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.
	Austin LFR	NW crs. ILS	118 1.3	1900									
	Smithville RBN	SE crs. ILS	295 25.0	1900									
	Cedar Creek Intsxn.	LOM	331 10.4	1700									
	Webberville Intsxn. @ (final)	LOM	305 8.2	2000									
	@Intsxn. SE course AUS ILS & 240° bearing to "CMK" RBN.												
					#200-0.5 authorized on runways 16R-34L, 12R-30L only								
ERIE, PA. **Port Erie Arpt. 732** **ILS-ERI** Procedure Number 1 Amendment - Original. Effective date: 1 September 1956. Supersedes: None. Major Changes: Facility returned to operation after runway construction.	North Springfield FM	OM	073 7.8	2000	S side SW crs. 240 - outbnd 060 - inbnd 2000 within 10 mi.	2000	1950 3.9	935 0.6	T-dn C-dn S-dn #6 A-dn	300-1 500-1 300-0.75 600-2	300-1 500-1 300-0.75 600-2	200-0.5 500-1.5 300-0.75 600-2	Climb to 2500' on 060° bearing from LMM or NE crs. Erie LFR within 10 miles. #400-1 required with glide slope inoperative. Air Carrier Note: 300-1 required for take-off on all runways except 6-24.
	Erie VOR*	OM	060 2.2	2000									
	Erie LFR	OM	235 2.2	2000									
	North Springfield FM *	SW crs. ILS	090 4.3	2000									
	*Final transition.												
KNOXVILLE, TENN. **McGhee Tyson Arpt.** **989 ILS ITYS** **LOM-TY** Comb. ILS/ADF Procedure Number 1 Amendment No. 15 Effect: 1 September 1956. Supersedes Amdt. No. 14 dtd. 3 December 1955. Major Changes: Adds Tallassee & Rasar Intsxns.	Knoxville LFR	LOM	216 8.7	2200	W side SW crs. 225 - outbnd 045 - inbnd 2700 within 10 mi.	ILS 2700 ADF 2000 over LOM	2650 5.4	1160 0.6	T-dn C-d C-n S-dn 4L ILS* ADF A-dn ILS ADF	300-1 500-1 500-1.5 200-0.5 400-1 600-2 800-2	300-1 500-1 500-1.5 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 500-1.5 200-0.5 400-1 600-2 800-2	5.4 miles after passing LOM turn left climb to 3000' on N crs. TYS-LFR, or radial 345° of TYS-BVOR. When directed by ARTC climb to 4000' on course of 063° from LFR or rad. 063° of BVOR within 20 miles. *400-0.75 required when glide slope not utilized.
	Tallassee FM	LOM	353 12.2	2500									
	SW crs. TYS LFR & 290° bearing from LOM	LOM	110 7.3	2300									
	Knoxville BVOR	OM	222 13.4	2400									
	Tallassee Intsxn.	LOM	333 11.9	3500									
	Rasar Intsxn.	LOM	317 16.5	3500									
SPRINGFIELD, ILL. **Capital Arpt. 593** **ILS SPI LOM SP** Comb. ILS/ADF Procedure Number 1 Amendment No. 1 Effect. date: 25 July 1956. Supersedes Amdt. Original dated 11 July 1956. Major Changes: 1. ADF altitude in col. 7 added. 2. Straight-in ADF minimums added.	SPI-LFR	LOM	271 1.2	2000	S side of crs. 218 - outbnd 038 - inbnd 2000 within 10 mi.	ILS 2000 ADF 1500	2000 5.1	786 0.6	T-dn C-dn S-dn 4 16R ADF A-dn *ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Within 5.1 miles, climb on NE crs. ILS or on bearing 038° from LOM to 2000' within 20 miles. No approach lights. *All installed components of the ILS must be operating; otherwise alternate minimums of 800-2 apply.
	SPI-VOR	LOM	217 9.5	2000									

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BELLINGHAM, WASH. **Bellingham Arpt. 158** **MH BGH** **Procedure Number 1** **Original Effective: 1 September 1956**	Bellingham LFR	023 2.8	2000	W side of crs. 326 - outbnd 156 - inbnd 2000 within 10 mi. (NA beyond 10 mi.)	1500	156 3.9	T-dn C-dn S-dn Rnwy 16 A-dn	300-1 600-1 500-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 500-1 800-2	Within 3.9 miles--climb to 4000' on outbound bearing of 160° within 20 miles of station.
	Bellingham VOR	138 5.0	1500								
	Abbotsford LFR	189 9.3	1500								
	Cultus Lake Intsxn.	222 23.6	6500								
LAFAYETTE, LA. **Lafayette Arpt. 41** **MH LFT** **Procedure Number 1** **Amendment Number 6** **Effect: 1 September 1956** **Supersedes Amdt. No. 5 dated 5 February 1955.** **Major Changes: Remove night restrictions. Revise take-off restriction runway 28. Add caution note.**	Lafayette VOR	348 3.6	1200	E side of crs. 180 - outbnd 360 - inbnd 1200 within 10 mi. (Beyond 10 mi. NA)	700	On airport.	T-dn • C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	**Within 00 miles climb to 1300' on course of 360° within 20 miles. *500-1 required for take-offs on runway 28. Caution: 494' TV Tower 3.0 miles WNW airport.**

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(24 July 1956)

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS AND DIST	MIN. ALT.				CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12
FORT SMITH, ARK. Municipal Arpt. 468 BVOR FSM Procedure Number 1 Amendment Number 2 Effect. 25 August 1956 Supersedes Amdt. No. 1 dated 7 July 1954. Major Changes: Revise procedure turn alt. and limiting distances col. 5. Air Carrier Notes reworded.	Ft. Smith RBN	128 9.4	2000	N side of crs. 045 - outbnd 225 - inbnd 1900 within 10 mi. (Beyond 10 mi. NA).	1400	225 5.2	T-dn C-d C-n S-d 25 S-n 25 A-dn	300-1 600-1 600-2 600-1 600-2 800-2	300-1 600-1 600-2 600-1 600-2 800-2	200-0.5 600-1.5 600-2 600-1 600-2 800-2	Within 5.2 miles climb to 1800' on radial 235° within 20 miles. CAUTION: 620'MSL unlighted Hill 1.5 miles E of airport. Air Carrier Notes: 300-1 required for take-offs runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in take-offs or landing minima authorized for Cargo or Ferry flights.
LAFAYETTE, LA. Lafayette Arpt. 41 BVOR-LFT Procedure Number 1 Amendment Number 2 Effect: 1 September 1956 Supersedes Amdt. No. 1 dated 12 February 1955. Major Changes: Remove night restrictions. Revise take-off restriction runway 28. Revise missed approach course. Add caution note.	Lafayette MH	168 3.6	1200	E side of crs. 165 - outbnd 345 - inbnd 1200 within 10 mi. (Beyond 10 mi. NA).	700	345 2.7	T-dn * C-dn S-dn 1 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.7 miles climb to 1300' on radial 360, within 20 miles. *500-1 required for take-offs on runway 28. Caution: 494' TV Tower 3.0 miles WNW airport.
RUSSELL, KANSAS Russell Arpt. 1863 BVOR-RSL Procedure Number 1 Amdt. No. 1 Effect. date: 1 September 1956. Supersedes Original dtd 1 August 1954. Major Changes: 1. New courses for final approach & missed approach. 2. Cols. 5, 6, 7 and 12 revised.				W side of crs. 356 - outbnd 176 - inbnd 3100 within 10 mi.	2600	176 0.6	*T-dn C-d *C-n *A-dn	300-1 600-1.5 600-2 800-2	NA NA NA NA	NA NA NA NA	Within 0.6 miles, climb to 3100' on 176° radial within 20 miles. *Night operations on N/S runway only. Caution: Sod Field, except N/S runway paved.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(24 July 1956)

U. S. GOVERNMENT PRINTING OFFICE : 1956

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(7 Aug 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Birmingham Arpt., Ala.	278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5; 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, [redacted], 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8, 307.2	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379 kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257 kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	266, 278 kc; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 123.9, 132.3, 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc. ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 120.7, 126.18, 140.22, 243.0, 257.8, 305.4, 348.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278 kc; 108.1, 121.5, 121.7, 126.18, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 263.0, 269.0, 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.
Baltimore Friendship Arpt., Md	257, 281 kc; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8 mc	ASR	

CAA OPERATED RADAR UNITS

(7 Aug 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 348.6 mc (on req 120.5, 124.4 mc)	ARSR	Guards 122.1 mc (on req 120.5, 124.4 mc) Oper. 255.4, 301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 121.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4		
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	333	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	*224;V;126.7,122.2,255.4, 121.5,243.0	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	VOR	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	C(g)		269;118.3,121.5,126.18,257.8,243.0	(2) #	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 Aug 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Loma Portal	MH	LPT	278		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9, 121.1,121.5,126.18,243.0, 257.8,291.6,348.6	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,3014,243.0	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto INSACS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	516		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0	(2),#	
"	Center		118.9,301.4,119.3,120.1,243.0	#	
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4;391	(3),#	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 Aug 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,263.0,269.0,311.8, 257.8,307.0,243.0	(2),#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1,121.5,126.18,257.8	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(3)Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8,243.0	3023.5;122.7,#	
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 348.6,120.9,121.5	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8	(2),#	(0700-2300)
Perrine-QFACS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126[illegible]18.12 0.7,119.5, 257.8,271.2,290.8,338.2,243.0,343.6,353.7	(2),#	
"	Center		120.3,132.3,118.3,301.4,319.2,307.9,324.7,360.6,243.0	#	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHW	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8,311.8,269.0,291.6,307.0	(1),#,122.7	
(1) " "	TVOR	MDW	111.6		362.3,378.8,385.4
"	Center		124.5,120.9,301.4,125.1, 123.7,123.9, 124.7,124.3,119.7,125.0,232.3,234.0,263.9,		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2		
" Arpt			278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RFD	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0,255.4	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,124.1385.6, 338.6,307.2,312.6,319.8,353.7	#	
Kokomo	MHW	OKK	227		
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
(1)West Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0 255.4	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 Aug 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MHW	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2, 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9 243.0		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7, [redacted]255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;19.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8, 348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8,263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield,INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	(0800-2400)
[redacted]					
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	#	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0, 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wkdays 0 5-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299,118.3,126,18,119.5,121.5, 118.1,257.8, 269.2,250.4,274.3,307.0	(2),#	
"	Center		118.3,119.7,132.3,243.0, 301.4,120.7,125.1	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 Aug 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,132.3,301.4,124.5,125.5,125.7,243.0,121.5,307.9,319,232.4,343.6	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0,301.4	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HWZ	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7	(3),#,255.4	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW.	RYE	359		
NEW JERSEY					
Atlantic City NAS	TVOR	NBB	115.0		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS- Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-Idlewild	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396	(oper IFR when rng inop)	
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, [redacted]255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor.category	(1) twr hrs opern
(1)Woodstown INSACS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-2300)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,319.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1730)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
INSACS-Idlewild					
" Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4, 310.4, 343.8,355.8	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0,335.6	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Fayetteville Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2 301.4,255.4	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	
Akron Arpt	UHF/DF			305.4,255.4 other freq on req	
"	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0	(2),#	
" Lunken	C		227;121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18,257.8,243.0	(2),#-257.8,	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,255.4,284.6	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;120.7,126.18,121.5, 257.8,313.4,243.0	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,240 3	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.3,243.0,257.8,305.4	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		INSACS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6379.1348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
"	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7 257.8		DME
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 121.5,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.0,323.2		#
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18,257.8	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4	(3)	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(3)Britton	VORW	BRT	117.0		(test-basis)
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 151.56,243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 243.0,126.18,119.5,257.8,307.2	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,	(2),#,122.7 307.9,319.2,338.2,324.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 348.6,353.7,125.5	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0, 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 243.0		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
SanAngelo Mathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1,263.0	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradwind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,317.8	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#,255.4	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[redacted]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2, 243.0,301.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,3014,118.9,243.0	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9,243.0	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HWZ	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,120.7,121.5,126.18,257.8,383.8,243.0	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2	(3),#,255.4	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 275.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278,119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4,285.4,305.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0400-2400)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

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NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

ATC IFR CLEARANCE PHRASEOLOGY: Effective November 15, 1955, ATC facilities will resume general use of the phrase "VIA FLIGHT PLANNED ROUTE" in air traffic clearances to replace the lengthier detailed description of any portion of the route of flight that is identical to the route filed by the pilot. When used, the phrase will be preceded by sufficient detailed route of flight information to establish the flight on the filed route. The "VIA FLIGHT PLANNED ROUTE" phraseology does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be issued in each clearance. IFR flight plans filed by the pilots should contain the complete route of flight and should be relayed to air traffic control unchanged. Pilots may request route verification when considered necessary and are requested to do so whenever a filed route has been changed prior to departure. If route verification is desired prior to departure, the request should be included with the initial call for taxi clearance to avoid delay in receiving the information.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequences available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .--..- -.-.. (LGB in Code).

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy fields is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

WARNING OF MAINTENANCE AT CAA NAVAIDS: During periods of routine or emergency maintenance, the coded identification (or code and voice, where applicable) will be removed from certain CAA Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR and VAR) and L/MF ranges but not from "H" facilities, compass locators or 75 mc marker beacons. The removal of identification serves as a warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: In the Airman's Guide, "n miles" or "n mi" stands for nautical miles; "s miles" or "s mi" for statute miles.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight

(7 Aug 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

RADIO CALL-UP PROCEDURES - ARTC CENTERS: Effective February 1, 1956, aircraft on IFR flight plans making position reports direct to ARTC centers shall, in the initial call-up include the fix or geographical location over which the aircraft is reporting. Examples: "Indianapolis Center, this is TWA 55, Maxwell, over."; "Indianapolis Center, this is Beechcraft 1234, 20 south of Maxwell, over."

Pilots are reminded, however, that direct communication with the center shall NOT be established until the pilot is specifically requested to do so.

UNACCEPTABLE RADIO MESSAGES: CAA facilities will no longer accept non-safety messages (requests for ground transportation, meals, telephone calls, etc.) from pilots of aircraft in flight. Arrangements should be made by a pilot prior to departure via public communications (telephone, telegraph, etc.) for such requirements. Pilots are also reminded that transmission of such messages violates the terms of their aircraft radio license as provided in Part 9 of the FCC Regulations.

CLASSIFICATION OF ILS BACK COURSES: ILS back courses have in the past been classified as either "usable" or "unusable". It now appears that further classification of the "unusable" courses are necessary, since some back courses formerly classified as "unusable" actually may be satisfactory for intersections, holding, transitions or missed approaches, even though they are not satisfactory for back course approaches.

ILS back courses will in the future be classified as follows:

Usable	-	suitable for ILS back course approaches
Restricted	-	not suitable for ILS back course approaches, but suitable for intersections, holding, transitions or missed approaches
Unusable	-	not suitable for any of the above.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particulary cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

✓ POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights operating at an altitude of at least 1000 feet on top, either at pilot's request or because of an ATC clearance, shall conform to the following position reporting procedures:

1. Flights along airways, regardless of actual altitude, shall report only over those fixes that are compulsory reporting for flights at all altitudes unless additional reports are required by ATC.

2. Flights operating on a direct route, regardless of actual altitude, shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and also over each compulsory reporting point along the route for flights operating at all altitudes unless additional reports are required by ATC.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route of flight by appropriate fixes approximately 200 miles apart over which they plan to report.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Informational Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 24 - Indianapolis, Indiana - Correct WB telephone number to read: CHapel 1-2550.

(2) Page 25 - St. Louis, Missouri. - Correct CAA telephone number to read: PErshing 1-0525.

(3) Page 26 - Buffalo, New York - Correct WB telephone number to read: PLaza 6300 and CAA telephone number to read: PLaza 6083.

(4) Page 28 - Everett (Paine Fld.), Washington - Delete CAA telephone listing.

(5) Page 28 - Yakima, Washington - Correct WB telephone number to read: GLencourt 7-4371.

(6) Page 29 - San Diego, California - Correct ASDO telephone number to read: CYpress 5-3112 and 5-3113.

(7) Page 98 - (Airborne) Austin, Texas: Correct rcvr check point to read: 177°.

(8) Page 101 - (Airborne) Livingston, Montana - Add rcvr check point Location #2 - 206°; over new airport hangar beacon.

(9) Page 102 - (Airborne) Red Bluff, California - Add rcvr check point Location #2 - 328°; over centerline runway 33; 500'.

(10) Page 103 - (Airborne) Wink, Texas, (Site 18, ELP-FTW) - Add rcvr check point 151°; over LF range; 1000'.

(11) Page 103 - (Ground) Brownsville, Texas - Add rcvr check point 248°; approach end runway 13L.

(12) Page 107 - (Ground) San Francisco, California - Correct rcvr check point to read: 080°; on runup mat for runway 28R and located 2800 feet from TVOR.

(13) Page 107 - (Ground) Sidney, Nebraska - Cancel rcvr check point.

(14) Page 108 - (Ground) Wink, Texas (Site 18, ELP-FTW) - Decommission rcvr check point.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in avaition. Orders for these particular charts should be kept to a minimum until new edition is printed.

Washington	Cleveland Local	WAC 308
Winston-Salem	St. Louis Local	WAC 359
		WAC 360

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are released dates

Casper	7-23-56	WAC 191	7-23-56	WAC 264	7-25-56
Lincoln	7-27-56	WAC 262	7-27-56	JN 29	7-19-56
Salina	7-27-56	WAC 263	7-23-56		

Instrument Flight Charts
released since July 16, 1956

AL 51 RNG	Bismarck Airport	AL 513 ILS	Dress Memorial Airport
AL 58 RNG	Logan Airport	AL 540 ILS-1	Joplin Airport
AL 93 RNG	Lockbourne AFB	AL 631 ILS	Fort Smith Airport
AL 98 RNG	NAS Corpus Christi Seaplane	AL 51 ADF	Bismarck Airport
AL 118 RNG-1	Detroit City Arpt	AL 98 ADF-1	NAS Corpus Christi
AL 118 RNG-2	Detroit City Arpt	AL 98 ADF-2	NAS Corpus Christi
AL 147 RNG	Pope AFB	AL 111 ADF	Laughlin AFB
AL 167 RNG	NAS Glynco	AL 118 ADF	Detroit City Airport
AL 207 RNG-1	Imeson Airport	AL 207 ADF	Imeson Airport
AL 207 RNG-2	Imeson Airport	AL 237 ADF	Los Angeles Int. Arpt.
AL 208 RNG	Craig Airport	AL 245 ADF	Truax Field
AL 219 RNG	LaCrosse Airport	AL 264 ADF	(NAS) Mun Minn-St. Paul Int
AL 232 RNG	Lincoln AFB/NAS	AL 318 ADF	Pensacola Airport
AL 237 RNG	Los Angeles Int. Arpt.	AL 362 ADF	Smoky Hill AFB
AL 264 RNG	(NAS) Mun Minn-St. Paul Int.	AL 375 ADF	San Francisco Int. Arpt.
AL 290 RNG-1	NAS Norfolk	AL 479 ADF	Morgantown Airport
AL 290 RNG-2	NAS Norfolk	AL 496 ADF	Whiteman AFB
AL 294 RNG	(NAS) Mun Met-Oakland Int.	AL 513 ADF	Dress Memorial Airport
AL 301 RNG	Will Rogers Field	AL 631 ADF	Fort Smith Airport
AL 318 RNG	Pensacola Airport	AL 906 ADF	Gray AFB
AL 424 RNG	Forbes AFB	AL 940 ADF	NAS Grosse Ile
AL 442 RNG	Robins AFB	AL 998 ADF	NAS Cecil Field
AL 449 RNG	Palm Beach AFB	AL 51 VOR	Bismarck Airport
AL 479 RNG	Morgantown Airport	AL 207 VOR	Imeson Airport
AL 491 RNG	New Garden City Airport	AL 208 VOR	Craig Airport
AL 502 RNG	Edward Gary AFB	AL 219 VOR-1	LaCrosse Airport
AL 933 RNG	NAAS Cabaniss Field	AL 219 VOR-2	LaCrosse Airport
AL 51 ILS	Bismarck Airport	AL 237 VOR	Los Angeles Int. Arpt.
AL 98 ILS	NAS Corpus Christi	AL 294 VOR-1	(NAS) Mun Met-Oakland Int.
AL 207 ILS	Imeson Airport	AL 294 VOR-2	(NAS) Mun Met-Oakland Int.
AL 237 ILS	Los Angeles Int. Arpt.	AL 362 VOR	Smoky Hill AFB
AL 245 ILS	Truax Field	AL 442 VOR	Robins AFB
AL 262 ILS	General Mitchell Field	AL 449 VOR	Palm Beach AFB
AL 264 ILS-1	NAS Mun Minn-St.Paul Int.	AL 479 VOR	Morgantown Airport
AL 264 ILS-2	NAS Mun Minn-St. Paul Int.	AL 491 VOR	New Garden City Airport
AL 294 ILS	NAS Mun Met-Oakland Int.	AL 631 VOR	Fort Smith Airport
AL 318 ILS-1	Pensacola Airport	AL 667 VOR	Mason City Airport
AL 375 ILS	San Francisco Int. Arpt.	AL 933 VOR	NAAS Cabaniss Field
AL 432 ILS	Tulsa Airport	RF 2, 9, 10	

RF Seattle Terminal Area
RF-VOR Terminal Area - Detroit, Los Angeles-Burbank, New York, San Francisco-Oakland
RF US Dates of Latest Prints

NEW CHARTS

AL 318 ILS-2	Pensacola, Florida	Pensacola Airport
AL 233 ADF	Little Rock, Arkansas	Adams Field
AL 927 VOR	Lancaster, Penna.	Lancaster Airport
AL 973 VOR	Gainesville, Florida	Gainesville Airport

RF Civil Airways and Mileage Chart
RF Los Angeles-Burbank Terminal Area
RF/VOR Louisville Terminal Area

✓ AERONAUTICAL CHART CORRECTIONS: Correct the following Aeronautical Charts as indicated:

(1) Aircraft Position Chart of the North Atlantic No. 3071, 15th edition dated April 1, 1956. Correct locations of the Presque Isle AFB, the VOR and the L/MF range re 1° west of the charted positions. Correct positions are:
Presque Isle AFB - 46° 41' N, 68° 03' W; Presque Isle VOR - 46° . N, 68°, 06' W.
Presque Isle L/MF Range - 46° 45' N, 68° 04' W.

✓ AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 11, No. 10, dated July 24, 1956, as follows:

(1) Page 8 - On-Request Reporting Points, Under D signate: GAY, W. VA. INTSXN - Correct to read: the intsxn of Charleston, W. Va. 019 mag al and the direct en route radial from York, Ky., VOR to Elkins, W. Va. VOR.

✓ NON-STANDARD HOLDING PATTERN: The following non-standard holding pattern is established and shall become effective immediately:

(1) Colorado Springs, Colorado MHW - direction of holding - N (inbound course 166° mag); direction of turn - LEFT; time - two minutes; minimum altitude - 9000'.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	-	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
BESSEMER-DURHAM ARPT: Caution - auto-drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.
BIRMINGHAM-RADIO: About Aug 10, VOR will be shut down - relctn. (7-18)
BIRMINGHAM ARPT: Caution - traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear-type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends.

ALABAMA: HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/ W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft - const. Easternmost 5000' avail. days, easternmost 6000' avail. sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)
MUSCLE SHOALD-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)
**OZARK ARPT: New fld. Type: L. Lat 31-27-30, long. 85-37-15. Lctn: 2.0 SE. Elev: 358', No. of rnwys -1 - 2000' x 200' - sod. Lngst rnwy & facs: 20. Remarks: Drive-in theatre S.
RED BAY MUN ARPT: Closed - const. (7-26)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
**CHANDLER-RIGGS ARPT: Abandoned. (6-11)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA.
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000; 135°-145° and 165°-185°; 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution - puncture vines.
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed.
**SEDONA-OAK CREEK ARPT: New fld. Type: P. Lat 34-50, long. 111-47. Lctn: 2 mi SE Elev: 4800'. No. of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2.
**TES NOS PAS ARPT: Elev: 5450'.
TUCSON-RADIO: VOR/DME coverage 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11.000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steer unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA.
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Radio contact with Yuma AF tower necessary until further notice. Tower trans civil acft 119.1 mc, 344 kc. Rnwy 3-21 clsd const. Rnwy 17-35 clsd days.
ARKANSAS: ARKADELPHIA MUN ARPT: Unsafe - due to holes in lndg areas.
EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)
FT. SMITH-RADIO: About Sept 5, VOR will be shut down until approx Oct 5 - modernization.
FT. SMITH ARPT-TOWER: Effect. Aug 17, Approach Control service will be inaugurated. Class: AC(g).
HARRISON ARPT: N/S, new NW/SE rnwys clsd - const. Fld clsd ngts.
**HOT SPRINGS-STOVER SEAPLANE BASE: Abandoned. (6-22)
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns - const.
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness & bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness. About Sept. 5, VOR will be shut down until approx Oct. 5.
CALIFORNIA: **ADELANTO-GREY BUTTE ARPT: Abandoned. (5-28)
AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 189°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. May 28, VOR/DME shut down. During this period, the following arwys will not be usable: Victor 64 Thermal to Blythe; V-16 Palm Springs Intsxn to Hassayampa, Ariz; V-135 Needles to Yuma, Ariz. (5-28)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CHICO-RADIO: SPECIAL NOTICE: USAF will conduct maneuvers at Chico Mun Arpt 24 hrs each day durg period Aug 12 thru Aug 26. CAA will oper mobile ctl twr durg following hrs Standard Time: Aug 12, 0800-1700; Aug 13 thru 25, 0500-2300; Aug 26, 0800-1700. Rdo freq avail. as follows: Trans 278 kc; 119.9, 121.5, 126.18, 236.6, 243.0, 275.8 mc. Rcvg: 3023.5 kc; 122.5, 121.5, 126.18, 236.6, 243.0, 275.8 mc. Two-way rdo equip capable of commun with ctl twr rqrd of all acft xcpt transient during periods of maneuvers. Military Flight Service interphone avail. Chico Mun Arpt. (7-4)
CHINO PACIFIC ARPT: Clsd to all acft xcpt on official business PAC Airmotive Co. Equip. on or near rnwys - caution. Rnwy 3-21 under const both ends. Rnwy 8-26 clsd.
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand. (6-15)
ELSINORE ARPT: Caution - glider activity week ends. Squirrel holes S edge of lndg area.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
FAIRFIELD-TRAVIS-AFB-RADIO: USAF VHF/DF bearings and communications in NW quad unreliable below 8500'. Opers 0700-1600 Mon-Fri training status only.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'. 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flight-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip. both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 closed - usable length 6750'. Extreme caution apch end rnwy 11 large equip. working in rnwy extension area. (7-5)
**FRESNO-CHANDLER ARPT: 241' (4720' MSL) lgtd TV twr erected 28 n mi NW (40° T) at lat 37-04-38, long. 119-26-01. (7-3)
**FURNACE CREEK ARPT #17, RIV-DLS: Delete from records. (7-25)
**GLENDALE-GRAND CENTRAL ARPT: SE/NW taxi strips SW side of fld perm clsd. Extensive const in progress.
KLAMATH-McBETH ARPT: Closed.
**LAKE HUGHES-SKY CASTLE: Abandoned.
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 500'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25) July 23, VOR shut down until approx Aug 13 - modernization.
**LONG BEACH ARPT-TOWER: ILS glide slope inop. (7-5) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd - const. 6200' rnwy 30 avail. lndgs and take-offs. Rnwy 12 clsd. (6-27) N 800' apch end rnwy 16L perm clsd.
LOS ANGELES-RADIO: SPECIAL NOTICE: July 3, transcribed wea. bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continued on VOR and both VOR and LF combined.
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL.
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VRR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat. down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR weather. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due to non-visibility twr unable to ctl tfc on last 2400' rnwy 34. (2-10)

[redacted]: LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop ** 2300-0700.

88MOJAVE-MYER ARPT: Abandoned. (5-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zone, or should obtain ATC clearance for flgt-within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area.

**OAKLAND-NORTON MARINE AIR SERVICE: Abandoned.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000';350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.

RED BLUFF-RADIO: DME coverage 225°-245° 35 n mi at 10,000'. (6-30)

**REDLANDS-FLYING INN-REDLANDS: (Formerly Redlands Arpt) Lngst rnwy & facs: 26-L4-S3. Fuel: F2. Remarks: Chg to - Rgt tfc E. Lgts on req after 2400. Rolling.(6-1)

**RICE FLD: Abandoned. (6-14)

RIVERSIDE-RADIO: USAF VOR unreliable. (6-20)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

SACRAMENTO-RADIO: June 28 VOR shut down until approx Aug 28 - modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip. with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200, V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt.-Lola intersection, V-212 Auburn intersection to Reno. (6-28)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather actual apchs IFR weather. (4-2)

**SACRAMENTO-BRANSTETTER ARPT: 574'(MSL) antenna twr erected 3.9 n mi SE(152°T) at lat 38-35-16, 121-29-22. (7-6)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DM E coverage 20°-44°, 26 n mi at 7000'; 44°-49°,17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000';145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN ANDREAS-CALAVERAS COUNTY ARPT: New fld. Type: P. Lat. 38-11, long 120-40. Lctn: 0.5 SE. Elev: 1200'. No. of rnwys: 1. Lngst rnwy & facs: h20--*L4-S3. Fuel: F2.

[redacted]: Remarks: No storage. (6-26) Closed for maintenance thru July 30.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (10-25) About Aug 10, VOR will be shut down until approx Aug 25. (7-26)

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach requested to make initial call to San Francisco Tower, freq 119.1 mc.(7-25)

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)

**SAN FRANCISCO SEAPLANE BASE: Abandoned.

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. Reception 3023.5 kc unreliable daylgt hrs. (2-2)

SANTA BARBARA ARPT: 110' flagged mobile boom operg 4900'W of apch end rnwy 7 - days.

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Closed - reconstruction. (5-18)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

[redacted]: CAMP HALE-CONTROLLED FIRING AREA: The following temporary Controlled Firing Area is established: Name: Camp Hale, Colo. Description: N-boundary-lat 39-40-00; E-boundary long. 106-03-00; S-boundary lat 39-21-00; W-boundary long. 106-26-00. Altitudes: Surface to 20,000 ft. MSL. Time of Use: Unlimited. Activities Conducted: Field artillery and mortar firing. Controlling Agency: Commanding General, Ft. Carson, Colo. Effective date: August 1 - September 30, 1956.

COLORADO SPRINGS-PETERSON FLD-TOWER:About A ug 20 clr & glide path will be shut down 4 days. FLD:Caution-lndg acft due to rise in terrain at apch end rnwy21.Const ramp SE of twr.

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo rqrd.

EADS ARPT: Emergency only - rough. (4-20)

KREMMLING-RADIO: July 17 VOR shut down until approx Aug 14. During this period VOR minimum reception altitude on V8 between Denver VOR and Grand Junction VOR via intersection of 263° radial Denver VOR and 047° radial Grand Junction VOR established at 19,500'.

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long 104-18-00, conducting demolition work - days.

PUEBLO-RADIO: About Sept 1, VOR will be shut down until approx Sept 15. During this period the following arwys will not be usable: V-19 Kiowa - Raton; V-114 Pueblo - Dalhart; V-10, 10 N Pueblo - Lamar. (7-31)

PUEBLO MEMORIAL ARPT: Caution - extensive const entire concrete ramp area. Men, equip on ramp days - hazard areas mrkd by flares ngts. (7-17)

**ROCKY FORD-TODD ARPT: Elev: 4370'.

[redacted]: HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwys 9-27, clsd. Rnwy may be used for taxiing only. (7-23)

**NEW LONDON SEAPLANE BASE: Abandoned.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

CONNECTICUT: WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

WINDSOR LOCKS-BRADLEY FLD: No service, fuel maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW & NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity week ends & evenings.

**HARRINGTON ARPT: ABANDONED. (5-28)

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy & taxi strip only. (5-22)

WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: May 21, ILS glide slope shutdown until approx Sept 5-rnwy const. During this time lclzr may be shut down for intermittent periods. (6-5) FLD: Rnwy 1-19 clsd- const. Due to lmtd visibility, twr unable to ctl surface tfc on new terminal ramp. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecarlia, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 mi from stn, multiples 3° - to 3.5°S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc & 348.6 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: About Aug 7, freq 263.0 mc will be decmsnd.

** FLD: Rnwy 9-27 perm clsd-mrkd. Lmtd parking & taxiing W of taxiway #6. Taxiing east of taxiway #6 will be at discretion of ctl twr only. (6-26) USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP & officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy & CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). No acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Rnwy 36 clsd lndgs & rnwy 18 clsd take-offs-daylgt hrs. Apch to rnwy 36 will be cleared during IFR conditions & ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

CAPE CANAVERAL-SPECIAL NOTICE: Until August 15, thunderstorm research balloons 34' in diameter with 200' load train climbing at 1000' per min will be released at irregular intervals. Direction of drift westerly at 65,000' (6-16)

**COMPASS LAKE SEAPLANE BASE: ABANDONED.

DAYTONA BEACH-RADIO: VOR/DME shut down until approx Aug 6. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown intersection. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V 3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (6-6)

EVERGLADES ARPT: Closed - due construction.

**FORT LAUDERDALE-CONTROLLED FIRING AREA: Effect. immediately the following Controlled Firing Area is established: Name: Ft. Lauderdale, Fla. Description: Beginning at lat 26-05-30, long. 80-06-30; thence to lat 26-03-30, long. 80-06-42; thence to lat 26-03-30, long. 80-00-00; thence to lat 26-05-30, long. 79-59-30 to point of beginning. Altitude: Surface to 10,000'. Time of Use: as published in NOTAMS. Activities Conducted. Ordnance Test Drops. Controlling Agency: Officer in Charge, Naval Ordnance Test Facility, Port Everglades, Florida.

FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends. (2-14)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

★JACKSONVILLE-CECIL NAS-RADIO: Navy VOR cmsnd. Freq 117.4 mc. Ident: NZC. Lctd: lat 30-12-46, long 81-53-27, Class: VORW. Lctd on fld. (7-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft.

FLORIDA: KEY WEST-INTERNATIONAL ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. First 15001 rnwy 26 clsd. Rnwy 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft.(5-5)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat. and Sun. must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MELBOURNE BEACH-SPECIAL NOTICE: A captive balloon, 20' long, 8' in diameter, max. height 250', will be raised one mi S. (7-28)

**MELBOURNE SEAPLANE ANCHORAGE: Abandoned.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY - FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)

**PANAMA CITY-SKYLAND ARPT: 200' (215'MSL) lgtd rdo twr 2.1 mi E (115°T) at lat 30-09-50, long. 85-39-05. (5-15)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147, and 148 during daylgt hrs., Monday thru Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

PENSACOLA CAUTION AREA: Effect. July 1, Caution Area (C-488) will be established: Name: Pensacola, Fla. Description: Beginning at a point at lat 31-30-00, long. 86-45-00 thence due south to the northwestern boundary of Restricted Area R-383; thence along the northwest, west and southwest boundaries of R-383 to the intsxn of the Florida shoreline with long. 96-48-00; thence westerly along the northern boundary of Restricted Area R-154; to the Pensacola Control Area thence southeast, west and northwest along the Pensacola Control Area extension to its intsxn with the Florida coast line; thence along the northern boundary of redesignated Restricted Area R-153 to lat 30-15-00, long. 87-41-20; thence northwest to lat 30-31-00, long. 87-55-00; thence north and west along the eastern shoreline of Mobile Bay to the eastern boundary of the airway at lat 30-41-15, long. 88-00-45; thence along the eastern boundary of this airway and Green Civil airway No. 6 to lat 31-30-00; thence east to point of beginning. Effective from surface to 2000' MSL, within Civil Airways and from the surface to unlimited outside of civil airways. This Caution Area to exclude all Control Zones. Altitude: Surface to unlimited except within Civil Airways. Activities: Extensive basic flight trng. Time of use: Unlimited. Controlling Agency: Chief of Naval Air Basic Trng NAS, Pensacola, Fla. (7 Aug 1956)

[redacted]: **RIVIERA BEACH SEAPLANE BASE: Abandoned.
ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: Rnwy 16-34 closed-parked acft.
TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)
TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)
TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500 ft. unless in contact with and cleared by MacDill AFB twr. Military acft operg VFR in Tampa Bay area should avoid Tampa International and Pinellas County International control zones or remain above 2500 ft. unless in contact with and cleared by the appropriate control twr. Additional Caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR courses 95°-105° unusable.
TAMPA-MAC DILL AFB-RADIO: About Aug 3, RAPCON Radar will be shut down until approx Aug 18. (7-11)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area to be activated 0800, Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)
ATLANTA ARPT-TOWER: ASR-PAR shut down - modernization. (7-19) FLD: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17) About Aug 6, LF rng will be shut down until approx Aug 16. (7-16)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
ROYSTON-RADIO: VOR/DME shut down July 9 until approx Sept 10. Temp change in MEA during shut down period V20 ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'. (7-9)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 100° acct excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 50 n mi. (11-9)
BOISE AIR TERMINAL: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
**BOISE-CAMPBELL ARPT: Formerly carried as Boise, Major's Arpt. (5-29)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
**CALDER ARPT: Abandoned. (6-30)
DIXIE USFS ARPT: Closed - const. (6-5)
**IDAHO FALLS-FANNING FLD: Formerly carried as Idaho Falls Municipal Airport.
**JEROME-COUNTY ARPT: 151' rdo twr erected 1.5n mi WSW(269°T) at lat 42-44, long. 114-30. (7-4)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOUNTAIN HOME AFB-RADIO: USAF VOR unreliable. (5-29)
MOUNTAIN HOME-CONTROLLED FIRING AREA: A temp controlled firing area is estab as follows: Name: Mountain Home, Idaho. Description: Beginning at lat 43-22, long. 116-08; thence to lat 43-13, long. 116-00; thence to lat 43-07, long. 116-12; thence lat 43-17, long. 116-19; thence to lat 43-22, long. 116-19; thence to point of beginning. Altitude: August - surface to 25,000' MSL. Time of use: Daylgt hrs. Activities conducted: Artillery firing - gun, mortar and Howitzer. Controlling agency: Montana National Guard. Effective date: August 11-25 inclusive.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men & rquip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500' and 5500' MSL.
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1) About Sept 17, VOR/DME will be shut down until approx Oct 26 - modernization. (8-2)
**CHERRY VALLEY-MORLIND ARPT: Formerly carried Franklyn Arpt. (7-19)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview NAS. (1-31)
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
CHICAGO-O'HARE INTERNATIONAL ARPT-TOWER: About Sept 20, TVOR will be cmsnd. Freq: 108.4 mc. Ident: ORD. Monitoring category (1), with voice. Lctd 41-59-22, long. 87-54-10. (7-12)FLD: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600'E apch end rnwy 9, 110'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs; & parked acft center taxi way to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd - const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)
**CHICAGO-SMITH SEAPLANE BASE: Three 255' (844'MSL) brick chimneys being erected 0.5 mi N. (5-4) 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long. 87-33-36. (1-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°; 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)
ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt.
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long. 88-02-30. (4-12)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No trans jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

ILLINOIS: POLO-RADIO: VOR coverage 280°-350°,39 to 43 n mi at min en route alt. (2-21)
PONTIAC RADIO: About Sept. 4, VOR will be shut down until approx Nov. 1-modernization.
QUINCY-RADIO: About Aug. 13, ILS glide slope and lclzr will be shut down until approx Sept. 3. (8-3)
QUINCY-BALDWIN-QUINCY ARPT: Const 10' off either side and 50' off ends of rnwy 3-21 installing hi-intensity lgts. Men, equip on fld. (6-29)
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men, equip crossing rnwy-days. (7-7)
★SPRINGFIELD-CAPITAL ARPT-TOWER: Aug 1, ILS cmsnd. Lclzr freq: 109.5mc, with voice Ident: SPI. Lctd 1400' NE of NE end NE/SW rnwy. Apch bear. 38°. Glide slope freq: 332.6 mc. Lctd 400' NW of centerline and 1050' from apch end NE/SW rnwy. MM lctd 3500' (0.66 mi) SW apch end NE/SW rnwy. Elev: 580'MSL. LMM freq 203 kc. Ident PI. OM lctd 5.92 mi. SW apch end rnwy. LOM freq 230 kc. Ident: SP. Elev: 604 MSL. Glide angle: 2.64°. Path angle intersection at MM,797'MSL; OM 2077'MSL.
SPRINGFIELD-CAPITAL ARPT: Men and farming, mowing equip on fld-days.
WOODDALE-WOODDALE MOODY ARPT: Clsd irregular intervals-flgt trng.-mrkd. (5-22)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50,39-52 and longitudes 87-21, 87-26.
**ANGOLA-TRI-STATE ARPT: 150' lgtd microwave twr erected 7.1 n mi NNW(345°T) at lat 41-45-07, long. 85-06-52. (7-4)
**AUBURN ARPT: 910' (1780'MSL) lgtd TV twr erected 4.0 n mi SSE (173°T) at lat 41-19-59, long 85-03-07.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S.High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° outbound below 3000' and 010°-250° below 2500'. (8-18)
DECATUR-HI-WAY AIRPORT: (New field)-Type: P. Lat: 41-40; long. 85-30. Lctn: 3 mi E. Elev: 841'. No. of rnwys: 1. Lngst rnwy & facs: 26-S3.Fuel: F1.Remarks:Soft when wet.
**ELKHART ARPT: 236'(1016'MSL) lgtd steel microwave twr erected 3.5 mi WNW at lat. 41-43-50, long. 86-03-48. (7-10)
FT. WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. About Aug. 6, VOR will be shut down until approx Sept. 30-modernization.
FORT WAYNE-BAER FLD-TOWER: About Aug. 20, ILS Glide Slope will be shut down until approx Sept. 20. FLD: Rnwy 4-22 now 7800' -daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtd const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 serving E/W rnwy. One VORW on 112.9 mc testing intermittently.
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt limited to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr.
LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi have been reported. Artillery & anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

INDIANA: **MICHIGAN CITY ARPT: 254' micro wave twr erected 6.0 n mi E (109°T) at lat 41-40-23, long. 86-40-57. (7-23)
**RENSSELAER-JASPER COUNTY ARPT: 170' (896'MSL) lgtd rdo twr erected 1.0 n mi NE (48°T) at lat 40-58-03, long. 87-09-02. (8-1)
SOUTH BEND-ST JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with ** slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. FLD: 156'(962'MSL) lgtd supporting steel microwave twr erected 1.9 n mi WNW (302°T) at lat 41-43-50, long. 86-20-56. (7-3)
TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc Trans and rcvs 118.5,121.5,121.9, 126.18,236.6,243.0 mc. Rcvs 122.5mc, 3023.5 kc. Hours opern: 0600-2200. (7-18)
TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat-40-46-27; S-lat-40-45-35; E-long. 91-11-04; W-long. 91-14-37.
**DES MOINES ARPT: 250' (1067'MSL) unmrkd, concrete chimney being erected 5.9 n mi WNW (303°T) at lat 41-35-41, long. 93-42-16. Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
MASON CITY-RADIO: About Sept 4, VOR will be shut down until approx Nov. 1.
OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft. wide.
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30) Aug. 13, VOR/DME will be shut down until approx Sept. 13. (7-19)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg., NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip on rnwys, taxiways and ramp all hrs-check latest NOTAMS for rnwy closures. (6-29)
**VILLISCA-TYLER ARPT: ABANDONED. (5-28)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.
COFFEYVILLE-McGUGINARPT: NW/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt. (5-29)
GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700 Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)
**HORTON MUN ARPT: Rnwy lgts installed on N/S rnwy. (6-21)
HUTCHINSON-RADIO: July 16, VOR shut down until approx Aug. 15. - modernization.(7-12)
KANSAS CITY-FAIRFAX FLD.-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain slying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence southeast along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500 and 5500' MSL. (4-17)
**LEOTI ARPT: ABANDONED. (7-19)
**LIBERAL ARPT: 680' (3504'MSL) lgtd TV twr erected 2.0 n mi E(110°T) at lat 37-02-09, long 100-54-36. 100' lgtd oil derrick erected between intersection of the two N/S rnwys and the two NW/SE rnwys. NW/SE and N/S rnwys clsd to tfc.
OSBORNE ARPT: Strip lgts inop.
OTTAWA ARPT: Use turf strips with caution.
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt.
**TOPEKA-PHILIP BILLARD ARPT: 105' (1211'MSL) lgtd water storage tank erected 2.2 N mi SSE at lat 39-01-40, long. 95-37-00. Portionof NE/SW rnwy SW of N/S intsxn not usable for aircraft over 15,000 lbs gross weight except in emergency. Extreme caution temporary shelter for radiosonde observations West of centerline N/S taxiway North of control tower. Use rnwys only.
**WICHITA ARPT: Mowing equipment on field-days. Aircraft remain on concrete area. Sod unsafe. 1500 foot lead in light system Southwest end runway 01 commissioned.

(7 Aug 1956)

KANSAS: WICHITA BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc-listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc or rng voice channels.

KENTUCKY: CARROLLTON-BUTLER ST. PARK ARPT: New fld; Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet.

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn.

FORT KNOX-SPECIAL NOTICE: 12. 2 n mi NW(4.3 n mi E Brandenburg, Kentucky)plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe.

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope & MM shutdown. About Aug 22, ASR will be cmsnd. Transmits: 317 kc; 120.3, 120.7, 121.9,126.18,257.8 243.0 mc. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for runway extension. Const. equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman Fld. Const E end rnwy 24. Const work begins at ends of rnwys 6, 11 and 29.

PADUCAH-RADIO: VOR has moderate bends in NE quad.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL.

LOUISIANA: ALEXANDRIA-RADIO: VOR shut down. During shutdown, VOR MEA V-114 Baton Rouge to Converse Intersection 8000', MEA V-114 Baton Rouge to Alexandria LF rng 1300'; MEA V-114 Alexandria LF rng to Converse Intersection 3400'.

**ALEXANDRIA-ARPT: Perm. closed.

**BATON ROUGE-DOWNTOWN ARPT: 30' poles installed approx 350' N of N bndry.

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lights.

BOGALUSA ARPT: 900' W end of E/W rnwy unusable-const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags.

**FRANKLINTON-GREEN ARPT: Perm closed.

**HOWARD-KELLY ARPT: Perm. closed.

**JACKSON-HOLLOWAY ARPT: Perm. closed.

**LAKE ARTHUR ARPT: Perm. closed.

MANY-HART ARPT: Use with caution.

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visfbility 5 mi. Pilots should avoid area at altitudes below 2000'.

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. About Aug 13, VOR will be shut down until approx September 13.

**MORGAN CITY-BROWN & ROOT ARPT: Perm. closed.

**NEW IBERIA-IBERIA PARISH ARPT: 305'(325'MSL) lgtd rdo twr erected 4.5 n mi ESE (116°T) at lat 30-01-41, long 91-49-28.

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable-severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

LOUISIANA

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down until approx

** Oct. 6 - relctn. (8-6). FLD: 219' lgtd rdo twr erected 14.1 n mi ESE (130°T) at lat 29-51-12, long 90-03-42. 305'(311'MSL) lgtd rdo antenna erected 47 n mi SSE(175°T) at lat 29-13-40, long 90-13-00. Caution -stay on hard surface runways and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

**NEW ORLEANS SEAPLANE BASE: Abandoned.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution.

SHREVEPORT-BARKSDALE AFB-RADAR APPROACH CONTROL CENTER: Radar vectoring for trng only.

**VINTON-BREAUX ARPT: Perm. closed.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop.

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

**AUGUSTA-STATE ARPT: 100'(565'MSL) lgtd rdo twr erected 2.0 n mi SW(230°T) at lat 44-18-28, long 69-50-00.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

**BOOTHBAY-HARBOR FLYING SERVICE SEAPLANE BASE: ABANDONED.

**BROWNVILLE JCT-PRAIRIE ARPT: ABANDONED.

**BRUNSWICH-RIVERSIDE ARPK SEAPLANE BASE: Abandoned.

**CHINA SEAPLANE BASE: Abandoned.

**HARRISON-PLEASANT AIR HARBOR: Abandoned.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyone 25 n mi below3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi.

MILLINOCKET ARPT: Apron clsd all operns - construction.

** N. WINDHAM-LITTLE SEBAGO SEAPLANE BASE: Abandoned.

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under construction.

**PORTAGE LAKE SEAPLANE BASE: Abandoned.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Drag races will be held 0800-1700 on the following dates: Aug. 19th, Sept. 9th, 23rd, Oct. 7th.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 ruf, not maintained. Pilots use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Airway, temp. rescinded.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end.

PATUXENT RIVER NAS-RADIO: Meekins Neck FM on NE crs. unreliable. Navy LF rng inop.

SALISBURY-RADIO: VOR has flyable bends and rufness on Arwy V-1 to the NE at lower altitudes.

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. About Aug 27 the following ILS components to be commissioned. Localizer freq: 109.5mc. Ident: BED with voice located 1650 from E end of E/W rnwy. Glide slope freq 332.6 mc; lctd 400' N of centerline & 1350' from approach end of E/W runway. FLD: Runway 5-23 closed xcpt for taxiing and parking.

MASSACHUSETTS: BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by Civil Aeronautics Regulation 60.2. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L-lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg system rnwy 4R consists of green threshold lgts lctd 2502' NE of the SE end of rnwy 4R and bar lgts of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower. About Aug 27, apch lgtg sys will be inop for approx 21 days - const. (7-30)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (7-6)

**LOWELL-SOUTH LOWELL SEAPLANE BASE: Abandoned. (7-16)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle.

ORANGE ARPT: All rnwys clsd on the following Sundays: Aug 19, Sept 16 and Oct 21 from 1300 to 1800 - fld mrkd. (5-24)

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

MICHIGAN: **ALPENA-COLLINS ARPT: 208' (7952'MSL) lgtd guyed twr erected 5.5 n mi E (99°T) at lat 45-04-00, long. 83-26-00.

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)

BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg. only.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHARLOTTE-BEACH ARPT: Two 165' (1048'MSL) unlgtd rdo twrs erected 1.1 n mi SW (240°T) at lat 42-34-00, long. 84-51-56. (6-19)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2, Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilots req. (6-27)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

**EAST LANSING-DAVIS ARPT: 220' (1080'MSL) lgtd rdo twr erected 5.0 n mi SSW (165°T) at lat 42-43-35, long. 84-29-25. (6-19)

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const. (3-29)

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)

**FRASER-McKINLEY ARPT: 197' (800'MSL) twrs spaced 354' apart erected 4.0 n mi NNW (348°T) at lat 42-37-27, long. 82-58-10.

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

**GRAYLING-McNAMARA ARPT: Open to civilian operations. (6-6)

**HILLMAN ARPT: Elev: 850'.

MICHIGAN: HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

IRON MOUNTAIN-FORD ARPT: N/S rnwy under const. (8-1)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-RADIO: July 9, VOR shut down until approx Sept. 1. (7-19)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi- interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd-construction on fld. Men, equip. on fld. (6-5) Taxiway under const connecting the ramp area to end of rnwy 27. (6-25)

**LAPEER-DUPONT-LAPEER ARPT: Formerly carried as Lapeer Arpt. (5-21)

LITCHFIELD-RADIO: About Aug 6, VOR will be shut down until approx Sept 30-modernization. (7-5)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MARQUETTE-COUNTY ARPT: Closed - const. (5-16)

MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)

MENOMINEE COUNTY ARPT: Closed-const. (7-31)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge. (5-24)

SAULT STE MARIE- RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. (6-15)

SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. (7-26)

**STURGIS-KIRSCH MUN ARPT: 277' (1117'MSL) lgtd microwave twr erected 6.7 n mi SSW (223°T) at lat 41-44-44, long. 85-32-44. (7-3)

**TAWAS CITY ARPT: Abandoned. (7-17)

TRAVERSE CITY-RADIO: LF rng flgt-checked, courses correctly aligned. (8-2)

WEST BRANCH-GENTRY'S ARPT: Caution-N/S lndg strip under const, mrkd.

MINNESOTA: BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (4-4)

BENSON ARPT: New fld under const -clsd all operns. Lctd 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long. 95-39. (4-4)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

**CLEVELAND- LAKE JEFFERSON ARPT: Abandoned. (7-20)

DULUTH-RADIO: July 11, VOR shut down until approx Sept. 1. (7-26)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld-days.

**GRAND MARAIS-SEAGULL SEAPLANE BASE: Abandoned. (6-25)

GRAND RAPIDS MUN ARPT: N/S rnwy under const. WNW/ESE, NE/SW and side of N/S strips usable with caution.

**HOWARD LAKE-FRANK ARPT: Abandoned. (6-29)

**ISLE ARPT: New fld. Type: L. Lat 46-06-03, long. 93-27-42. Lctn: 0.5 N. No. of rnwys: 1. E/W - 2325' x 160 (turf). No lgts, storage or fuel.

MANKATO MEMORIAL ARPT: Rnwy lgts inop. (7-28)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

**MONTEREY TRI-MONT ARPT: Abandoned. (7-20)

ROCHESTER-RADIO: DME coverage 20° 245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-const in progress rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lndgs.

MINNESOTA: **ST. PAUL-HOLMAN ARPT: 100'(990'MSL) lgtd water tank erected 6.0 n mi SSE(173°T) at lat 44-50-32, long 93-02-04.

**SHERBURN ARPT: Abandoned.

WINONA-RADIO: TVOR unusable beyond 14 mi- course instability.

WORTHINGTON ARPT: N/S rnwy clsd-const-machinery on other rnwys.

MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable.

GULFPORT MUNICIPAL ARPT-TOWER: VHF/DF operated by Air Forces from 1200-0600 on the following dates, inclusive: August 12-26. Trans and rcvg 121.5, 126.18, 137.88, 236.6, 243.0 and 121.3 mcs. Rcvg. 122.5 mcs.

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 min pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'.

JACKSON-RADIO: VOR/DME shut down-modernization. Aug 2, LF rng flgt-checked courses correctly aligned.

**JACKSON-HAWKINS ARPT: 259'(549'MSL) lgtd rdo twr erected 3.0 n mi SE(152°T) at lat 32-18-01, long 90-11-03.

McCOMB-PIKE COUNTY ARPT #8C, MSY-STL: Caution - ENE/WSW strip rough.(8-2)

MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness and course displacement.

MERIDIAN-KEY FLD: First 1500' rnwy 1 closed-very rough-marked.

NATCHEZ-ADAMS COUNTY ARPT: About August 22, a 140'(367'MSL) drilling derrick will be erected at lat 31-36, long 91-17.

YAZOO CITY-BARRIER ARPT: Effective August 1, erection begins on 300'(580'MSL) twr 5.4 n mi SSW(210°T) at lat 32-47-55, long 90-22-24.

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: lndg and take-off training conducted durg daylgt hrs by mil with T-34 acft Mon-Fri. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off.

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation.

KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Cautuion-men and equip on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc info prior entering Kansas City control zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and heavy equipment in this area during daylight hours will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar-area mrkd. 55'(976'MSL) lgtd boom on top travelling derrick in opern on new Missouri River Bridge at lat 39-08, long 94-35. Open trench along N taxiway from term area N to E/W rnwy then W on S side of E/W rnwy and at intsxn of rnwy 35 and 21-approx length 150'. Open trench 18" deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip on fld and crossing N taxiway. Effect. Aug. 26, 70'(830'MSL) lgtd pile driving equip will be operg 1400' NE and 400' E of extended center line of rnwy 18.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty.

MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri.

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long 90-35 N to lat 38-54, long 90-35 NNW to lat 39-00, long 90-39 W to lat 39-00, long 90-45 S to lat 38-55, long 90-45 ESE to lat 38-51, long 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. Between 2500' and 5500' MSL.

ST. LOUIS-RADIO: About Sept. 4, VOR will be shut down until approx Nov1-modernization.

ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 3, trans and rcvr 132.3 mc will be discontd.

MISSOURI: ST. LOUIS-LAMBERT FLD: Silos & trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys, apchs ruf and unusable. Grass area closed.

ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs.-mrkd. Aerobatic area for student training: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft.

SEDALIA MEMORIAL ARPT: Ben inop. Use hard surface NE/SW rnwy only.

SPRINGFIELD ARPT: Caution-const in progress along E edge of parking area and S of main ramp along NW/SE taxiway.

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers.

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk.

MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down. Relocation.

BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

BUTTE ARPT: Rnwy 2-20 lgts inop;clsd ngt air carrier operns only.

CUT BANK-RADIO: Aug 3, VOR shut down until approx Oct. 3. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

**DIXON ARPT: Abandoned.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Following gross weight restrictions in effect: rnwys 5/23 and 7/25, 30,000 lbs; rnwy 11/29, 70,000 lbs.

LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'.

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

**NINEMILE ARPT: Abandoned.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 nautical miles at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 nautical miles at 11,500'; 164°-197°, 35 nautical mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 nautical miles at 10,000'; 277°-299°, 17 nautical miles at 10,000'; 299°-330°, 17 nautical miles at 10,500'. (6-23) Homestake FM pattern is 2 miles wide and 4 miles long.

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BEATRICE-RADIO: About Aug 1, TVOR will be cmsnd. Freq 110.6 mc. Ident: BIE. Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvs 121.5, 122.1 mc. Opers 0700-1900. Operated by State of Nebraska. (6-30)
CHADRON ARPT, SITE 15, CYS-HON: NNE/SSW rnwy clsd-const. Caution-WNW/ESE rnwy. (6-26)
KEARNEY-RADIO: About Aug 1, State TVOR will be cmsnd. Freq 111.2 mc. Ident: EAR. Rcvs: 121.5mc & 122.1 mc. Monitor. category (1), 0700-1900. Monitor. category (3), 1900-0700. (7-3)
LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14 and 450' NE of centerline. (7-3)
McCOOK-RADIO: Soon, State owned TVOR will be cmsnd. Freq: 110mc. Ident: MCK. Rcvg: 121.5mc & 122.1 mc. Monitor category (1) 0700-1900 & monitor category (3) 1900-0700 Operates daily 0700-1900.
OMAHA-RADIO: VOR/DME shut down (7-17)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taci strip and S of United Airlines hangar. (12-20)
**OMAHA-CLEAR RIDGE ARPT: 300' lgtd rdo twr erected 2.0 n mi ENE (74°T) at lat 41-19-06, long. 95-59-52. (5-31)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy clsed - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
**BOULDER CITY-LAKE MEADE SEAPLANE BASE: Abandoned. (7-16)
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LAS VEGAS-RADIO: The Crystal FM on NE course decmsnd and being relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V 8, V 21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. (7-18)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain. (7-25)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n m at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100° 120°, 26 n mi at 2000'.
HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)
NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs -spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330° 60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
COLT'S NECK-RADIO: About Aug 10, VOR ident will be changed from "OLT" to "COL".
MILLVILLE ARPT: Rnwy lgts NW/SE and E/W rnwys avail on req. Rnwys N/S and NE/SW usable days, not maintained, not authorized for night use. Low alt maneuvers mil acft VFR days. Non-military glider operns week-ends and holidays. (1-16)
MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. (10-21)
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.
OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
READING-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
SOMERVILLE SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT-TOWER: About Aug 13, ILS will shut down for approx three days for freq change. Lclzr will be 109.3 mc, glide slope 332 mc. (7-20) FLD: Open ditches parallel to rnwy 1-19E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for takeoffs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager. (10-18)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy -220 clsd xcpt for emerg otherwise use as taxiway only. (7-12)
**WOODBINE ARPT: 304'(311'MSL)twr erected 6.5 n mi SSE (169°T) at lat 39-07-29, long. 74-45-55. 304' (311'MSL) twr erected 6.0 n mi SE (155°T) at lat 39-08-21, long. 74-45-29.
NEW MEXICO:
CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwy 26L-8R clsd to all tfc. (4-30)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.
GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
**GRANTS ARPT: 149' (6629'MSL) lgtd twr erected 1.5 n mi ESE (132°T) at lat 35-09, long. 107-52. (7-12) Erosion and loose sand near edges rnwy. (9-29)

NEW MEXICO: LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
LOVINGTON-LEA COUNTY ARPT: Closed all tfc-due oil drilling. (7-27)
OTTO-RADIO: VOR radials usable 26 n mi.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
SANTA FE (NEW) ARPT: 3000' extn under const apch end rnwy 2. Road equip operg adj taxiways and apch end of rnwys 28 and 33. Ramp const underway adj present ramp and taxiways leading to rnwys 15 and 20. Rnwy 15-33 clsd-const. (7-17)Taxiway to rnwy 2 closed-const.(7-27)
**SHIPROCK ARPT: (Formerly carried Shiprock-Indian Service). (6-23)
ZUNI -RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK **AMITYVILLE-ZAHNS ARPT: Rgt tfc East and South. (6-21)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
CALVERTON-PECONIC RIVER ARPT: Effective Aug 15, hrs of opern will be 0700-2300, Mon thru Sat. (8-05)
DOWNSVILLE-RADIO: VOR mobile test unit discontinued operation August 7 at lat 42-10-40, long 74-57-27.
ELMIRA-RADIO: VOR has roughness in all quads.
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus.only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: Aug 12, 26; Sept 9,23 - drag races. W end of the E/W rnwy will remain open.
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. Precise rcvr tuning required in N and NE quads of LF rng acct potential interference from Westfield LF rng.
HUGUENOT-RADIO: About Sept 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long 74-35-29. Elev: 1308' MSL. Monitor category (1) Monitored from Wilkes-Barre-Scranton, Pa. Variation: 110 W. (6-8)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
ISLIP-MacARTHUR ARPT-TOWER: About Aug 17, ILS will be shut down approx four days-modernization. (7-20)
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.
**KEENE-MARCY ARPT: Elev: 989'. (7-19)Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (5-11)
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends. (10-5)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.
**NEW YORK-CATER WHITE SEAPLANE BASE: Abandoned. (7-16)
**NEW YORK-EVERS SEAPLANE BASE: Abandoned. (7-16)
**NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Three taxiways from rnwy 25R and ramp to bldgs 81 and 82 opened for full operns. (7-12) Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Closed to fighter type aircraft. Clsd mil acft xcpt on ofl. bus., or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiing taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail taxiing only. (4-2)Taxiway H now in opern. (4-12) New extension taxiway temp LL from rnwy 13L-31R to taxiway A open for full opern. Lgtd ngt. Temp taxiway LL extended from taxiway A to taxiway B open for use. Mrkd by delineators. Caution -shoulders. unstable. Follow centerline to taxiways. (8-3)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless

NEW YORK of wea. No UHF freqs avail for twr contacts. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft. General trucking, 40' crane, men, equip operg along inside base of dike - days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd, flags-days and lgtd ngts. Equip parked 250' from center line of rnwys when not in use.
**NEW YORK-ROCKAWAY ARPT: Rgt tfc N, NE, E, SE. (6-21)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing. (5-22)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant. (6-22)
NIAGARA FALLS ARPT-TOWER: About Aug 10, ILS will be shut down for approx three days. Lclzr freq will be changed to 110.1, glide slope to 334.4 mc. (7-20) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy closed - construction. (4-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat. alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
**PRATTSVILLE ARPT: Abandoned. (7-23)
ROCHESTER ARPT-TOWER: About Sept 17, ILS will be shut down until approx Sept 20, for frequency change from 108.3/335 to 109.5 /332.6. (8-3)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vicinity of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.(5-10)
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17,0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-landing jet interceptor acft using left hand pat at 1878' MSL. (4-28)
**SELKIRK ARPT: Abandoned. (7-20)
SPITFIRE LAKE: Closed seaplane operns - xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)
**TARRYTOWN SEAPLANE BASE: Abandoned. (7-16)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise - 360°.
**VICTOR-FARMINGTON ARPT: Abandoned. (6-17)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER CO. ARPT-TOWER: About Sept. 4. ILS will be shutdown until approx Sept 7, for freq change from 108.1 mc 334.4mc to 109.7mc 332.2mc.(8-3) FLD: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.
**YONKERS SEAPLANE BASE: Abandoned. (7-16)

NORTH CAROLINA: **CHARLOTTE -DOUGLAS ARPT: Rnwy 11-29 clsd perm to all acft over 30,000 lbs gross wt. Rnwy open days only to acft 30,000 lbs or less.
**ELKIN ARPT: Abandoned.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. VOR radials 355°-005° & 040°-050° & 310°-325° not usable acct excessive roughness and bends.
GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down until approx Aug 17 - relctn. Glide slope flyable to 20' above rnwy. No touchdown point.
HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.
**HICKORY ARPT: 210'(1610'MSL) lgtd rdo twr being erected 5.1 n mi SE(143°T) at lat 35-42-40, long 81-18-05.
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd.
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.
NORTH CAROLINA COAST-WARNING AREA: Effect. Aug 31, Warning Area(W-72) will be revised as follows: Description: Beginning at lat 36-00-00, long 75-34-30; thence E to lat 36-00-00, long 73-00-00; thence southerly to lat 35-07-00, long 73-09-00; thence southwesterly to lat 34-52-00, long 73-16-00; thence SW to lat 34-35-00, long 73-43-00; thence NW to lat 35-56-40, long 75-32-40; thence northwesterly 3 n mi from and parallel to the U.S. shoreline to lat 36-00-00, long 75-34-30; to the point of beginning.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. VOR radials 80° thru 100°, 125° thru 145°, 175° thru 290° unusable acct excessive roughness and bends.
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less then 2.6 n mi and/or a ceiling of less than 1000'.
SALISBURY ARPT: Boundary lgts inoperative.
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only.
WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9.
**WINSTON-SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm closed.
NORTH DAKOTA: **BRADDOCK-RAMBOUGH ARPT: Abandoned.
**BUTTE-AIR VALLEY ARPT: Abandoned.
DICKINSON-RADIO: About Sept 4, VOR will be shut down until approx November 1.
**DICKINSON ARPT: 621'(3556'MSL) lgtd guyed TV twr erected 6.0 n mi SSW(228°T) at lat 46-32-30, long 102-54-58.
**EDGELEY ARPT: Abandoned.
FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side.
**FORMAN ARPT: Abandoned.
**GRAND FORKS INTERNATIONAL ARPT: 264'(1096'MSL) rdo twr erected 3.2 n mi NE (66°T) at lat 47-57-52, long 97-01-48.
**HAZEN ARPT: Abandoned.
**HILLSBORO-EIDUM ARPT: Abandoned.
JAMESTOWN-RADIO: July 13 VOR/DME shut down until approx September 16. Disregard spurious signals.
MADDOCK ARPT: Closed - construction.
**McCLUSKY-BECK ARPT: Abandoned.
**MENOKEN-DUTTON ARPT: Abandoned.
**MILNOR ARPT: Abandoned.
MINOT-RADIO: VOR shut down until approx September 1 - modernization.
**OAKES-DITCH ARPT: Abandoned.
**STERLING-APPLE CREEK ARPT: Abandoned.
**WARWICK-CAMPBELL ARPT: Abandoned.
WESTHOPE ARPT: Field rough - use with caution.
OHIO: AKRON ARPT: Due non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36L.
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5 E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic--- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.
CANTON-MARTIN ARPT: Closed until September 1, 1956 - construction.
CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. DME coverage 60°-150°, 35 n mi at min en route altitude.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution-men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas-flagged and lighted.
**CINCINNATI-LINDON AIR HARBOR SEAPLANE BASE: Abandoned.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr.
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
★CLEVELAND-HOPKINS ARPT-TOWER: ILS glide slope relocated 1136' from SW end and 500' NW of centerline rnwy 5 L. FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const. of North concourse in progress 800' N from main terminal.
CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only-steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.
COLUMBUS-RADIO: VOR shut down-relctn. VOR will be relctd to Appleton, Ohio at lat. 40-09-04, long. 82-35-23.
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules--Take Offs: Rnwy 27- turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9- turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of airport. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach.
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication dur g period of interference.
DAYTON ARPT-TOWER: About Aug 17, trans & rcvr 120.7 will be changed to 119.5 mc. FLD: Caution when approaching airport as fluorescent street lighting paralleling S boundry of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver required. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.
DAYTON-MONTGOMERY COUNTY ARPT: Closed - construction.
DAYTON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas closed.
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140° 220°, 35 n mi at min en route alt.
GROVE CITY-REAVER ARPT: E/W rnwy closed.
HAMILTON ARPT: Caution-grading on N side of E/W rnwy. Equip on field.
MANSFIELD-RADIO: VOR has excessive roughness and course displacement(max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
PORT CLINTON ARPT: Sod areas usable, rough. Caution-land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (7 Aug 1956)

OHIO: PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280° 34 n mi at 2000'.
WOOSTER ARPT: NE/SW rnwy clsd - const.
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below
** 3500'. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32. (2-15)
ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop.
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed.
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
HOBART ARPT: Rnwys 17 and 35 clsd - resurfacing. Caution - men, equip. on fld.
**KINGSTON-CANEY CREEK ARPT: Reinstated. Type: L. Lctn: 4.3 SSE, lake S. Elev: 661'. No. of rnwys: 1. Lngst rnwy & facs: 21. Remarks: Soft when wet.
LAWTON-RADIO: About Sept 5, VOR will be shut down until approx Oct 5-modernization.
MANGUM-PONDER ARPT: Closed. (3-2)
McALESTER-RADIO: June 18, VOR shut down until approx Aug 18.
**PHAROAH-TRI CITY AIRPARK: Abandoned. (7-23)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes.
STILLWATER-SEARCY ARPT-SPECIAL NOTICE: Sept. 2, 0900-1800 sports car and auto acceleration tests and speed runs will be conducted on arpt rnwys. All acft use extreme caution for tfc and lndg. Sept 3, 0800-1800, auto acceleration events and sport car racing on rnwys. Use extreme caution for air tfc and lndg. (8-1)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. Rnwy 3R-21L daylgt hrs only. Rnwy lgts inop.
OREGON: AURORA FLIGHT STRIP: Auto drag races will be conducted on the following dates: Aug 12, 26; Sept 16, 30. (6-26)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
CASCADE LOCKS-STEVENSON ARPT: Caution - paving of rnwy.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad. - caution.
EUGENE-MAHLON-SWEET ARPT: Half of taxiway 12 from Administration bldg to SE end of field clsd - hazard mrkd.
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.
KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. - max height 45'. Caution - equip crossing rnwys. (5-24)
LAPINE ARPT: Caution - const.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons.
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SW or E.
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
OREGON:
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en r oute use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: Caution - const.
PORTLAND INTNL ARPT: All inbound acft equipped with appropriate multiple radio freq shall make initial contact with Portland Apch Ctl on 118.1 mc regardless of weather. Rnwy 7-25 closed const on E end. 110' lgtd pile driver in area.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.
THE DALLES-RADIO: Aug 6, VOR shut down until approx Sept 9 - upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (8-6)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous.
TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable form MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' E of end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6.
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily Mon-Fri, 0800-1700. N bndry lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CLEARFIELD ARPT: Closed.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed.
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys: 35 n mi at all other azimuths at min en route alt. DME coverage 35 n mi at min en route instr alt.
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Deu to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.
**MT. JOY-DONEGAL ARPT: Elev: 459'.
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy.
PHILADELPHIA-SPECIAL NOTICE: Acft avoid flying over Playhouse and Robinhood Dell in Fairmount Park section between hrs 1330 and 2230 - music festivals. (7-9) Municipal stadium will be floodlighted 1900E-2230E August 24, DO NOT mistake floods for NAVAIDS.
PHILADELPHIA INTERNATIONAL ARPT-TOWER: About Sept 5, ILS will be shut down until approx Sept. 12, Freq will be changed from 108.1/334.4 mc to 109.3/332.0 mc. Glide slope will be relocated. (8-3)

PENNSYLVANIA: PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35-mrkd days, lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPSBURG-RADIO: Soon VOR/DME will be shut down until approx Sept 17 - modification and installation of TACAN. (7-25)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189.

**PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' by 100' open for daylgt opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two-ft trenches lctd 5 to 30 ft from edges and ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5. A lead-in lgtg sys serving the E/W rnwy 27 cmsnd. Sys consists of green bar lgts across the rnwy at the threshold and 13 red bar lgts spaced at approx 110' intervals along the extended rnwy centerline starting from a point 200' E of the end of pavement and ending 1500' E of the end of pavement. (3-28) Lgts are variable in brightness and controlled by the Allegheny twr. Brightness settings are determined by prevailing wea conditions.

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) About Aug 7, twr freq 236.6 mc will be decmsnd. (7-20)

FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28. (12-7)

POTTSTOWN-RADIO: About Oct 15, VOR will be cmsnd. Freq 110.8 mc. Ident: PTW. Lctd: lat 40-13-19, long. 75-33-39. Elev. 285' MSL. Monitoring category (l). Class: BVOR Voice and monitoring from N. Philadelphia INSACS. Var: 8°55' W. (8-3)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist. 35 n mi 230°-265° at min en route alt.

TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)

WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans military acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at min en route alt in all azimuths. (11-4)

CHARLESTON-AFB/MUNICIPAL ARPT: Soft dirt threshold rnwy 3-21. (7-11)

**CLEMSON ARPT: Abandoned. (8-1)

FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temp MEA Columbia to Florence via V-56, 4000'. (4-10)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, and all lndg area lgts inop. (5-9)

SOUTH CAROLINA: GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH ARPT: N/S rnwy clsd-const. Ctc MYR rdo for lndg conditions. (6-6)

NICHOLS ARPT: Caution - const. (2-24)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

LEMMON ARPT: NW/SE rnwy under const. (7-26)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165° 290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.

SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd-const. (6-5)

WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mi S.

WATERTOWN-RADIO: July 9, VOR shut down until approx Sept. 1- modernization. (7-10)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

DYERSBURG ARPT: Rnwy lgts inop. (4-13)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

MEMPHIS-RADIO: About Aug 27, VOR will be shut down until Sept 27 - modernization. (6-8)

NASHVILLE-RADIO: VOR courses clockwise 060° 120° not usable beyond 15 n mi. Courses clockwise 210°-250° unusable. VOR/DME signal coverage clockwise 270°-180° from stn 43 n mi. Coverage clockwise 180°-270° from stn 35 n mi at MEA. (7-23) About Aug 17, Fairview FM on SW course will be decmsnd. (8-30)

NASHVILLE-BERRY FLD: About Aug 13, erection will begin on 1380' (2049'MSL) lgtd rdo twr 6.6 n mi NW at lat 36-08-50, long. 86-49-53. (7-16) Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. Temp. 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33.

TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable- severe scalloping. (1-20)

ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

**ALICE ARPT: 196' lgtd rdo twr erected 6.9 n mi S (199°T) at lat 27-38-09, long. 98-05-42. Bndry lgts runway 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

**ANDREWS-COUNTY ARPT: 208' (3313'MSL) lgtd rdo twr erected 3.0 n mi SW (236°T) at lat 32-18-02, long. 102-34-44. (6-28)

AUSTIN-RADIO: About Sept 5, VOR will be shut down until approx October 5 - modernization. (8-2)

AUSTIN-MUELLER ARPT-TOWER: About Sept. 1, ILS MM will be shut down for several months. (8-1) FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop.

BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)

**BAKERSFIELD-LIGON RANCH ARPT: Abandoned. (6-4)

BEAUMONT-JEFFERSON COUNTY ARPT: ILS lclzr ant. shelter 12' high 2700' E centerline apch end rnwy 29 and glide slope bldg 15' high 400' W of centerline rnwy 11-29 and 1000' from apch end rnwy 11 under const-unlgtd. (7-6)

TEXAS: BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30°-unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.
BROWNSVILLE-MAULDIN MUN ARPT: 165'(187'MSL) lgtd temp derrick erected 2.1 n mi WNW (305°T) at lat 25-58-00, long. 97-33-00.
**BROWNWOOD-GAINES LODGE ARPT: Elev: 1435'. (7-18)
BRYAN AFB-RADIO: USAF VHF/DF unreliable inbound headings 030°-120° below 2500'; 130°-040° below 3000' at 40 n mi.
**CANDELARIA-HOWARD ARPT: Formerly carried Candelaria Arpt. (6-2)
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. About Oct 3, VOR will be shut down until approx Nov 3.-modernization. (8-2)
COLLEGE STATION-EASTERWOOD ARPT-TOWER: Soon, trans and rcvr 151.56 mc will be discontd. (7-11)
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.
DALLAS-LOVE FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000'MSL within 3 mi radius. Formation take-offs not permitted. Extensive pipeline const in progress vcnty of S end of N/S rnwy. 35' crane and ditchdigging equip in opern days. While ditch is open in line with S end rnwy will be clsd to N lndgs, S take-offs of all acft 12,500 lbs or more and all military acft xcpt liaison types. Taxiway serving S end of rnwy will be clsd at intervals. Hazard mrkd and lgtd-caution advised. (7-17)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
**EDCOUCH-WALKER ARPT: 196' lgtd rdo twr erected 4.0 n mi SE (139°T) at lat 26-16-42, long. 97-54-40.
**EDINBURG-MOORE ARPT: 176' lgtd rdo twr erected 6.2 n mi N (11°T) at lat 26-33-00, long. 98-06-30.
**ELENA-HUMBLE KELSEY ARPT: 196' lgtd rdo twr erected 16.9 n mi NE (63°T) at lat 26-55-07, long. 98-08-04. (7-24)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited.
**FALCON-UTAH ARPT: Abandoned. (6-9)
**FALFURRIAS-BROOKS COUNTY ARPT: 216' lgtd rdo twr erected 4.2 n mi NNW (359°T) at lat 27-17-14, long. 98-07-13. 200' (320'MSL) lgtd rdo twr erected 17 n mi S (184°T) at lat 26-55-12, long. 98-08-04. (6-25)
FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)
**FT. WORTH-CONN ARPT: Abandoned. (6-4)
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inoperative.
**GONZALES ARPT: New fld. Type: P. Lat. 29-32, long. 97-28. Lctn: 0.5 NE. Elev: 350'. No. of rnwys: 1. Lngst rnwy & facs: 33-S3. Fuel: F1. Remarks: Caution when wet.
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
HARLINGEN-RICHARDS ARPT: 165'(205'MSL) lgtd te mp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long. 97-46-45.
**HEREFORD-PAETZOLD ARPT: New fld. Type: P. Lctn: 1 mi SE. Elev: 3808'. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3. (4-28)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: VOR radial 306° unreliable; radials 120° thru 140° unusable acct scalloping and bends. (5-22) About Aug 13, VOR/DME will be shut down until approx Sept. 10. Freq will be changed from 114.1mc to 115.9mc. (7-18)
HOUSTON-GULF COAST ARPT: Closed. (7-1)
**HOUSTON-INTERNATIONAL ARPT: 300'(339'MSL) lgtd stack erected 4.0 n mi NNW (354°T) at lat 29-43-27, long. 95-16-00. Caution-aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement.
HOUSTON-SAM HOUSTON ARPT: Men, equip on fld. N/S and E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable. (6-1)
**HOUSTON-SKY RANCH ARPT: Abandoned. (8-3)
JEFFERSON-CYRESS RIVER ARPT: Rough-use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: USAF VOR not to be used by civilian acft on radials 100° clockwise thru 115° and 225° clockwise thru 345°-excessive course displacement. (11-14)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
**MARATHON-DUGOUT MOUNTAIN ARPT: Abandoned. (6-7)
MARFA-RADIO: About Sept. 5, VOR will be shutdown until approx Oct 5-modernization.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a while X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER ARPT: Rnwy 18 closed for take-offs and landings.
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0° thru 95° at 2300' MSL.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed.
PALACIOS-RADIO: May 15, VOR shut down.
PORT ISABEL ARPT: Closed all operations-const. (7-26)
QUITMAN-RADIO: VOR/DME shut down. (7-27)
**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried Rio Grande Arpt). Type: P. Lngst rnwy & facs: 23-S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.
**ROBSTOWN ARPT: 176' lgtd rdo twr erected 4.9 n mi SE (154°T) at lat 27-43-28, long. 97-39-59.
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and rnwy may be clsd on short notice.
SALT FLAT-RADIO: April 19, VOR shut down until approx Aug 6-freq will be changed to 113.0 mc. During shut down, Salt Flat Int estab using El Paso 080° radial and V-94 adj stn airway radial. MEA El Paso to Salt Flat Int via V-16, 10,800' MSL. Salt Flat Int to Gore Int via V-16, 14,000'MSL. Gore Int to Wink published MEA. (7-19)
**SAN ANTONIO-STINSON ARPT: 194' (794'MSL) lgtd rdo twr erected 3.1 n mi NNW (343°T) at lat 29-23-33, long. 98-29-22. (6-28)
SAN MARCOS ARPT: Closed-construction. (4-9)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
SINTON ARPT #1: 126' lgtd derrick erected 2500' N of E/W rnwy. (7-19)
**SPOFFORD-JAMESON RANCH ARPT: Formerly carried Spofford Flying X Ranch Airport. (5-29)
**SUDAN MUN ARPT: Abandoned. (6-11)
SULPHUR SPRINGS-RADIO: June 25, VOR shut down until approx August 27. During shut down, MEA Texarkana to Dallas via V-16 will be 3800'. (7-17)
**TERLINGUA-MENCHIN RANCH ARPT: Abandoned.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Airway #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution.
**VICTORIA-COUNTY ARPT: 107' (227'MSL) lgtd oil well derrick being constructed 1.5 n mi SE (145°T) at lat 28-46-50, long. 97-05-40. (7-10) 289' (363'MSL) rdo twr erected 7.1 n mi E (100°T) at lat 28-46-01, long. 96-58-54. (6-28)

TEXAS: WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

**DRAGERTON ARPT: Abandoned. (7-13)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: VOR shut down. The following arwys will not be usable during shutdown: V-21 Ogden to Utah Lake V-32 Bonneville to Fort Bridger. (7-18)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50° - 85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi,&270°thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt.Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution-500' extn S end rnwy 35 under const, men, equip on fld. (5-22)

BRISTOL ARPT: E/W Rnwy closed, obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250°beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.

BURLINGTON ARPT: Rnwy resealing in progress. Men, equip on fld-days. (8-6)

**ST. ALBANS-POINT HILL ARPT: Abandoned. (7-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equipment in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information. (7-25)

CHASE CITY-EMILES ARPT: Extension to S end rnwy under const.

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK ARPT-TOWER: About Aug 24, ASR will be cmsnd. Transmits & receives: 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 135.9, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4 & 348.6 mc. Also transmits 135.0 mc. (8-3)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° & 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

VIRGINIA: RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern & at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)

**ROANOKE MUN-WOODRUM FLD: 200' lgtd twr erected 5.1 n mi SW (235°T) at lat 37-16-21, long. 80-04-52. (7-25) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men & equip adj all rnwys & taxiways-caution.

WEST POINT ARPT: Caution-men, equip on rnwys 0730-1630 daily xcpt Sat & Sun. (6-25)

WILLIAMSBURG-SPECIAL NOTICE: After 0730 daily avoid flying within a 5 mile radius of lat 37-16, long. 76-43- concerts. (7-2)

WILLIAMSBURG-COLLEGE ARPT: Caution-NE/SW rnwy under const. Men, equip on rnwy all hours. (4-19)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.

**CONNELL ARPT: All strips clsd perm xcpt N/S strip. (7-21)

DEER PARK ARPT: E/W rnwy closed on alternate Sundays - drag races. (4-9)

ELLENSBURG-RADIO: DME and VOR 40°-60°, 26 n mi at 7000'; 60°-150° unknown, Prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME & VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers cont. (6-29)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000' NE quad; 5000' all other quads. (11-1)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'.143°radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW ARPT: Closed to night operns. (6-15)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' & 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'.

**SEATTLE-BOEING FLD: All multi eng acft use main rnwy. Two-way rdo equipped, medium type, single eng acft may use main rnwy on request, PROVIDED local tfc permits. Single-eng acft with retractable landing gear drop landing gear prior to entering traffic pattern. (7-19) FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr-caution. W side taxiway clsd totfc until approx Sept. 29. (7-17)

**SEATTLE-LAKE UNION SEAPLANE BASE: Abandoned. (7-16)

**SEATTLE-SKY HARBOR SEAPLANE BASE: Abandoned. (7-16)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314'N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be clsd to all 4-eng acft. (-4) Radiosonde balloon being released at approx 0300 Z,0900Z,1500Z and 2100Z daily-actual release time will be broadcast by Seattle rdo.

WASHINGTON: SHELTON-RADIO: Soon Z marker associated with H fac will be changed to low powered FM. Class: HW. (6-8)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-EADIO: USAS VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (3-31)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and marked area S of rnwy. Equip on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21.
TACOMA -RADIO: Soon RAPCON surveillance radar will be shut down until approx July 30- modification. RAPCON will provide en route ctl and manual apch ctl during this period using ANC separation standards. (7-18)
**TACOMA-AMERICAN LAKE SEAPLANE BASE: ABANDONED.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°,161°,191°,298°,321°and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 ni mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (6-25)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°,43 n mi at 6800';220°-35°, 43 ni mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (7-25)
**HUNTINGTON-AERO SEAPLANE BASE: ABANDONED. (7-16)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 ni mi at 2500';95°-150°,35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd.(6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
**PETERSBURG ARPT: 285' lgtd rdo twr erected 7.5 n mi NE(64°T) at lat 39-03-06, long. 79-00-16. (7-2)
WISCONSIN: **BEAVER DAM SEAPLANE BASE: ABANDONED. (7-30)
EAU CLAIRE-RADIO: About Aug. 6, VOR will be shut down until approx Sept. 30 - modernization. (7-5)
GREEN BAY-RADIO: VOR shut down until approx Aug. 1 - modernization. (6-4)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn (11-3)
LONE ROCK-RADIO: July 9, VOR shut down until approx Sept. 1. - modernization. (7-17)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Anch lgts rnwy 36 inop. Taxiway

WISCONSIN: 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares ngts. (4-23)
MILWAUKEE -GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. FLD: Rnwy 7 L-25R open daylgt hrs only. E taxi strip clsd to all tri-gear acft and jets. Obstn lgts on apch end rnwy 13 are obscured by trees. Parking fac limited-itinerant military acft on unofficial bus. may find parking fac unavailable.
**MILWAUKEE-MAITLAND FLD: ABANDONED.
**MILWAUKEE SEAPLANE BASE: ABANDONED. (7-16)
**STOUGHTON-NELSON ARPT: ABANDONED.
TOMAHAWK-FOREST PROTECTION ARPT: Closed-const. (7-2)
WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. Rnwy 12-30 clsd. Acft to be parked on rnwy.
CHEYENNE ARPT: Overrun lights runway 8-26 inoperative. (5-24) Apron adjacent terminal building closed-construction. Men, equipment on field days. (7-14)
GILLETTE ARPT: 50-75' W shoulder 1500 feet from North end N/S strip soft - closed to heavy aircraft.
JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd-const. Use new auxiliary 150' x 5400' strip E of N/S rnwy.
KEMMERER ARPT: Caution-reseeded and soft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 ni mi at 15,000'; 230°-360°,43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LF rng.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27 unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily three-hour min ground delay on mil acft due priority airlift.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr-caution. (6-7)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

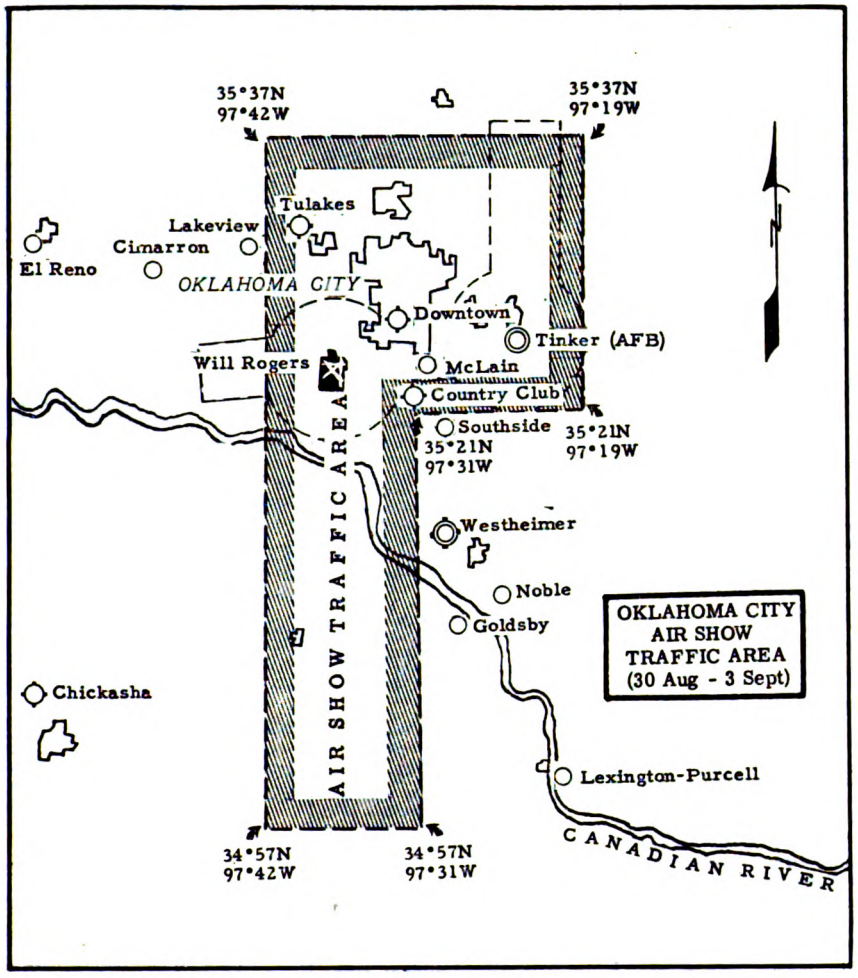
AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Hendersonville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande
Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Chicago, Illinois-Hammond
Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-
Douglas International
DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20,
MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Fort Worth, Texas-Meacham
Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Greensboro, North Carolina
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm
Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-
Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem
Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County
(Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-
Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird
Oklahoma City, Oklahoma
Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
Sacramento, California
St. Petersburg, Fla., - Pinellas Co. Intn'l
Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle -Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry
Tampa, Florida - Tampa International
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Trin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB
(Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

(7 Aug 1956)



OKLAHOMA CITY AIR SHOW TRAFFIC AREA

The National Aircraft Show will be in progress at Will Rogers Municipal Airport, Oklahoma City, Oklahoma, from 1100CST to 1700CST on September 1, 2, and 3. On August 30 and 31, between 1100CST and 1700CST, air show rehearsal maneuvers will be conducted in this area.

The above will involve extensive high speed and acrobatic military activity operating in accordance with VFR in the air show corridor, (See below), from the surface to 45,000' MSL. Additionally, a stage and orbit area, (See below), will be occupied by high speed military aircraft operating from the surface up to and including 4,000' MSL.

It is suggested that all civil aircraft and military aircraft not participating in the air show avoid the air show corridor.

Tinker AFB will be closed to all aircraft other than aircraft participating in the air show from 1200 CST August 29 to 1200 CST September 4.

Will Rogers Field, Oklahoma City, Oklahoma, will be closed to all itinerant aircraft, except Scheduled Airlines, between the hours of 1100 CST to 1700 CST on August 30, 31, September 1, 2, and 3, 1956 while the National Aircraft Show is in progress.

We strongly urge that all those planning to attend the National Aircraft Show plan their departure time to arrive in Oklahoma City prior to 1100 CST.

During the Air Show hours, military aircraft participating in the show will be orbiting within the staging and orbiting area (See below). We urge acute surveillance be maintained at all times while in this area.

All aircraft landing in Oklahoma City prior to Air Show hours that do not have prior reservations at Will Rogers Field should land at Tulakes Airport and/or Cimmarron Field, Oklahoma City. Transportation from these airports to Will Rogers Field will be provided, as well as aircraft service.

Staging and Orbiting Area:

35-37N 97-19W, 35-32N 96-40W, 35-06N 96-22W, 34-00N 96-05W, 33-47N 97-00W, 33-55N 98-30W, 34-14N 99-20W, 35-12N 99-20W, 35-19N 97-42W, 35-37N 97-42W, 35-37N 97-19W.

Air Show Corridor:

35-37N 97-19W, 35-21N 97-19W, 35-21N 97-31W, 34-57N 97-31W, 34-57N 97-42W, 35-37N 97-42W, 35-37N 97-19W.

(7 Aug 1956)

Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
BROWNSVILLE, TEXAS 22 Rio Grande Valley International Arpt. ILS - BRO LOM-BR Comb. ILS/ADF Procedure Number 1 Amendment No. 11 Effect: 8 September 1956. Supersedes Amdt. No. 10, dated 30 April 1955. Major Changes: Add final from Intsxn BRO VOR 330 radial and intsxn N crs. ILS.	BRO VOR	OM	317 3.9	1200	W side N crs. 353 - outbnd 173 - inbnd 1200 within 10 mi. (Beyond 10 mi. NA)	ILS 1200 ADF 600 over LOM	1150 3.8	240 0.6	T-dn C-dn S-dn 17 ILS ADF A-dn ILS ADF	300-1 500-1 * 200-0.5 500-1 600-2 800-2	300-1 500-1 * 200-0.5 500-1 600-2 800-2	200-0.5 500-1.5 * 200-0.5 500-1 600-2 800-2	Climb to 1200' on S crs. ILS or 3.8 miles after passing LOM(ADF) climb to 1200' on crs. 173° within 10 miles. *400-0.75 required when glide slope not utilized.
	BRO LFR	LOM	022 2.2	1200									
	Los Fresnos FM	N crs. ILS or bearing 173 to LOM	100 3.5	1200									
	Intsxn. BRO VOR rad. 330° and N crs. ILS (final)	OM	173 2.2	ILS 1200 ADF 600									
JOPLIN, MO. Joplin Arpt. 980 ILS IJLN LOM-JL Comb. ILS/ADF Procedure Number 1 Amendment No. 1 Effect. date: 8 September 1956. Supersedes Original dated 25 December 1953. Major Changes: 1. New form. 2. Transitions revised. 3. Distance revised, Col. 6. 4. ADF altitude added, Col. 7. 5. Procedure turn changed. 6. Minimums revised.	Intsxn NW crs. ILS & E crs. CNU LFR (final ILS)	Glide path intercept via Loc.	130 21.4	2500	W side NW crs. 310 - outbnd 130 - inbnd 2500 within 10 mi.	ILS 2100 ADF 2000	2127 4.0	1153 0.6	T-dn C-d C-n S-dn 13 ILS ADF A-dn *ILS ADF	300-1 400-1 400-1.5 300-0.75 400-1 600-2 800-2	300-1 500-1 500-1.5 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 500-1.5 300-0.75 400-1 600-2 800-2	Within 4.0 miles, climb to 2500' on SE crs. ILS or on 130, crs. from JLN-LOM within 20 mi., or when directed by ATC, (1) Make left turn, climbing to 2500' & proceed to JLN-LOM. *All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.
	Intsxn. NW crs. ILS & E crs. CNU LFR	LOM via Loc crs.	130 23.0	2500									
	Intsxn. SE crs. ILS & SW crs. SGF LFR	LOM via Loc crs.	310 21.5	2500									
	Neosho VOR	LOM	336 23.0	2500									
	Intsxn SE crs. ILS & radial 233 SGF VOR	LOM via Loc crs.	310 22.0	2500									
Procedure Number 2 Amendment No. 1 Effect. date: 8 September 1956. Supersedes Original dated 25 December 1953. Comb. ILS/ADF. Major Changes: 1. New form. 2. Transitions revised. 3. Distance revised, Col. 6. 4. Minimums added for more than 2-engine.	Intsxn SE crs. ILS & SW crs. SGF LFR or radial 231 SGF-VOR	#Intsxn.	310 13.1	final 1800	E side SE crs. 130 - outbnd 310 - inbnd 2300 within 10 mi. of #Intsxn.	No glide slope Altitude over #Intsxn. 1800	No outer marker Altitude over & miles from #Intsxn. 1800 3.5	No middle marker	T-dn C-d C-n S-dn 31 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	200-0.5 500-1.5 500-1.5 500-1 800-2	Within 3.5 miles after passing #Intsxn., climb to 2500' on NW ILS crs. within 20 miles. #Intsxn. SE crs. ILS & radial 351° Neosho VOR. Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously.
	ILS-LOM	#Intsxn.	130 8.4	2500									
	Intsxn NW crs. ILS & E crs. ENU-LFR via ILS Loc crs.	#Intsxn.	130 31.0	2500									
OAKLAND, CALIF. International Arpt. 5 ILS OAK Procedure Number 1 Amendment Number 10 Effect: 8 September 1956 Supersedes Amdt. No. 9, dated 25 February 1955. Major Changes: Change name of Newark FM HW to Fremont FM HW.	Fremont FM HW	Hayward MHW	339 6.2	2600	# S side E crs. 095 - outbnd 275 - inbnd 3500 within 10 mi. of HWD MHW (Beyond 10 mi. NA)	2600	HWD MHW 2590 8.2 OM 1320 4.1	230 0.6	T-dn C-dn S-dn 27R A-dn	300-1 500-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	**200-0.5 600-1.5 200-0.5 600-2	Climb to 2000' on NW crs. OAK LFR within 14 mi. or to 2000' on 310° radial from OAK VOR within 14 mi. (Richmond Intsxn). All maneuvering W of crs. Missed approaches must cross OAK LFR or VOR at not above 1500'. This procedure does not meet the obstruction clearance requirements for missed approach altitude. *These transitions authorized day on top only, unless radar vectoring is utilized. #Procedure turn on OAK LFR or VOR transition only. Upon completion of procedure turn and transition to localizer course inbound, descent from glide path interception is authorized to cross Hayward MHW at 2600'.
	OAK LFR	Hayward MHW	099 9.4	3500									
	OAK VOR	Hayward MHW	094 10.6	3500									
	Baypoint FM*	Hayward MHW	168 21.5	6000									
	Altamont Intsxn. *	Hayward MHW	227 18.5	5000									
	Decoto Intsxn.	Hayward MHW	333 5.3	2600									
	SFO LOM	Fremont MHW	075 10.9	4000									
	SFO LFR	Fremont MHW	078 13.9	4000									
	VSF VOR	Fremont MHW	329 10.6	3500									
	Altamont Intsxn.	Fremont MHW	212 21.6	5000									
	NUQ LFR	Fremont MHW	343 11.1	3500									
	Radar vectoring to final approach localizer course authorized in accordance with procedures approved for ASR approach.												

**NOTE: 300-1 required for take-off on runway 33.

NOTE: Bearings, headings, courses are magnetic. Distances are innautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7 Aug 1956)

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4		5	7	8	9	10	11	12	13	14
SAN FRANCISCO, CALIF. International Arpt. 11 ILS SFO LOM SF Comb. ILS/ADF Procedure Number 1 Amendment Number 9 Effect: 8 September 1956 Supersedes Amdt. No. 8, dated 5 February 1955 Major Changes: Change name of Newark FM HW to Fremont FM HW; add transition from Half Moon Bay Intersection.	SFO LFR	*Belmont Intsxn(via SE crs. SFO-LFR	108 5.0	1700	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern. (One minute left turns, 2000' minimum altitude) final approach course. 101 - outbnd 281 - inbnd	1700	1660 5.5 ADF over LOM 1660	230 0.6	T-dn C-dn S-dn 28R ILS 28 L/R ADF A-dn ILS ADF	300-1 600-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 600-2 800-2	#200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	Within 5.5 miles after passing LOM(ADF) climb to 3000' on NW crs. of SFO LFR or on 285° track from LOM within 20 mi. *After passing through Belmont Intsxn., make left turn of approx. 180° to intercept lclzr. crs. inbound SE of LOM. #300-1 required for take-off on runway 19 L/R. Caution: This procedure does not meet the obstruction clearance requirements for circling minimums due to high terrain SW of airport.
	VSF VOR	LOM	290 16.9	1700									
	Moffett LFR	LOM	299 15.8	1700									
	Fremont FM HW	LOM	254 10.9	1700									
	OAK LFR	LOM	175 10.4	ILS 2000 ADF 3000									
	OAK VOR	LOM	167 9.7	ILS 2000 ADF 3000									
	Half Moon Bay Intsxn.	LOM	046 12.2	3000									
	Radar vectoring to final approach localizer course authorized in accordance with procedures approved for ASR approach.												

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT.(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS.. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR. OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
WATERLOO, IOWA Municipal Arpt. 870 BVOR-ALO TVOR-6 Amendment Number 2 Effect. date: 15 September 1956. Supersedes No. 1 dated 5 February 1955. Major Changes: 1. Night circling minimums for 2-engine aircraft reduced to 1 mi. 2. Missed approach limited to 20 miles.				S side of crs. 232 - outbnd 052 - inbnd 2300 within 10 mi.	1700	062 0.5	T-dn C-dn S-dn 6 A-dn	300-1 800-1 800-1 800-2	300-1 800-1 800-1 800-2	200-0.5 800-1.5 800-1 800-2	Within 0.0 miles, climb to 2100' on radial 072° within 20 miles.
TVOR-12 Amendment Number 2 Effect. date: 15 September 1956. Supersedes No. 1, dated 5 February 1955. Major Changes: 1. Night circling minimums 2-engine aircraft reduced to 1 mile. 2. Missed approach limited to 20 miles.				S side of crs. 308 - outbnd 128 - inbnd 2200 within 10 mi.	1500	122 0.7	T-dn C-dn S-dn 12 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Within 0.0 miles, make left climbing turn to 2100' on 072° radial within 20 miles.
TVOR-24 Amendment Number 2 Effect. date: 15 September 1956. Supersedes No. 1 dated 5 February 1955. Major Changes: 1. Night circling minimums, 2-engine aircraft reduced to 1 mile. 2. Missed approach limited to 20 mi.				N side of crs. 072 - outbnd 252 - inbnd 2100 within 10 mi.	1500	242 0.6	T-dn C-dn S-dn 24 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Within 0.0 miles, climb to 2300' on 232 ° radial within 20 miles.
TVOR-36 Amendment Number 3 Effect. date: 15 September 1956. Supersedes No. 2 dated 19 November 1955. Major Changes: 1. Night circling minimums, 2-engine aircraft, reduced to 1 mile. 2. Missed approach limited to 20 mi. 3. Missed approach altitude raised 100' account trees obstruction.				E side of crs. 194 - outbnd 014 - inbnd 2200 within 10 mi.	1500	002 0.5	T-dn C-dn S-dn 36 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Within 0.0 miles, climb to 2100' on 350° radial within 20 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are innauticalmiles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7 Aug 1956)

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN / SIDE OF FINAL APCH CRS / OUTBND AND INBND / ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
GOODLAND, KANSAS Goodland Arpt. 3653 BVOR-GLD Procedure Number 1 Amendment Number 1 Effect. date: 8 September 1956. Supersedes Form ACA-1725 dated 13 February 1951. Major Changes: 1. New form. 2. Procedure turn distance revised. 3. Adds caution note. 4. Minimums added more than 2-engine. 5. Transitions deleted.				W side of crs. 010 - outbnd 190 - inbnd 6700 within 10 mi.	4200	190 0.7	*T-dn *C-dn *A-dn	300-1 1100-2 1100-2	300-1 1100-2 1100-2	200-0.5 1100-2 1100-2	Within 0.7 miles, climb to 5000' on 190° radial within 20 miles. Caution: 4482'MSL tower 1.7 miles S of airport and 4021'MSL tower 3 miles SW of airport. *Night operation authorized only on NW/SE rwy.

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN / SIDE OF FINAL APCH CRS / OUTBND AND INBND / ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
AKRON, COLORADO CAA Intermediate Field 4835 SBMRAZ-DTV Procedure Number 1 Original Effective: 8 September 1956.	AKO VOR	334 0.7	6000	W side N crs. 334 - outbnd 154 - inbnd 6000 within 10 mi.	5500	154 3.1	T-dn C-dn A-dn	300-1 500-1.5 800-2	NA NA NA	NA NA NA	Within 3.1 mi, climb to 6000' on S crs AKO LFR within 20 mi. Note: Turf Field-rough-heavy acft use with caution. NA for air carrier use.
SEATTLE, WASH. Seattle-Tacoma Intnl Arpt. 424 SBRAZ-SEA ILS-SEA Comb. LFR/ILS Procedure Number 4 Original Effective 15 September 1956	Hobart FM to SEA-LFR	269 12.9	4000	W side NW crs. SEA-LFR 297 - outbnd 117 - inbnd 2090 within 15 mi. of Harbor Island FM. (NA beyond 15 miles.)	over airport 800	From intsxn. NW crs SEA-LFR & N crs. ILS 158 4.7	T-dn C-dn S-dn Rnwy 16 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.7 miles...after passing intsxn NW crs. SEA-LFR and N crs. ILS, climb to 2000' on S crs. ILS within 8 miles of LOM. Alternate Missed Approach. When requested by ATC turn right climb to 2000' on 225° radial SEA-VOR within 20 miles. Caution: Tank 561'MSL located immediately NE of airport.
	SEA-LOM to SEA-LFR	354 7.8	2000								
	SEA-VOR to SEA LFR	013 4.0	2000								
	Vashon Intsxn to SEA-LFR	045 9.7	2000								
	NEJ-LFR to Harbor Island FM	178 12.2	2000								
	SEA-LOM to Harbor Island FM	328 13.8	2000								
	SEA-VOR to Harbor Island FM	324 8.7	2000								
	Radar fix 5 miles NW of Harbor Island FM on NW crs. SEA-LFR to Harbor Island FM (final)	117 5.0	1500								
	Intsxn. W crs. NEJ-LFR & SEA localizer crs. to intsxn. NW crs. SEA-LFR and SEA localizer crs.	158 14.3	2000								
	Harbor Island FM to intsxn. NW crs. SEA-LFR & SEA localizer crs. (final)	117 3.4	1200								
	All fixes within 30 nautical miles of Seattle GCA station may be determined by surveillance radar.										

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7 Aug 1956)

U. S. GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE
1956 Flight Information Manual
Corrections: see pages 10 & 31

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Oakland Oceanic Flight
Information Region. p. 8

AIRMAN'S GUIDE

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OKLAHOMA CITY
AIR SHOW p. 27

SPECIAL NOTICE
Position Reporting Procedure
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Least 1,000 Feet on top. p. 3

SPECIAL NOTICE
Interference on INSACS Com-
munications Channels - page 2

NOTICES TO AIRMEN Page 2

OHIO STATE UNIVERSITY
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VOL. 11 , NO. 12 . . . . . AUGUST 16, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations). ✓

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --- -... .--. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights operating at an altitude of at least 1000 feet on top, either at pilot's request or because of an ATC clearance, shall conform to the following position reporting procedures:

1. Flights along airways, regardless of actual altitude, shall report only over those fixes that are compulsory reporting for flights at all altitudes unless additional reports are required by ATC.

2. Flights operating on a direct route, regardless of actual altitude, shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and also over each compulsory reporting point along the route for flights operating at all altitudes unless additional reports are required by ATC.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route of flight by appropriate fixes approximately 200 miles apart over which they plan to report.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 177)
(Immediately)

(1) The restricted area alteration to Section 608.49, appearing in paragraph 6 of Amendment 175, published in the Federal Register on July 26, 1956 (21 F.R. 5619) is hereby corrected to read: "Scenic, South Dakota Area", in lieu of "Scenic, North Dakota Area".

(Part 608 - Restricted Areas - Amendment 178)
(September 20, 1956)

(1) In Section 608.41, the Cherry Point, N. C. area No. 2 (R-125), amended on July 7, 1956 in 21 F.R. 5049, is redesignated as follows: "Designation by Geographical Coordinates: Beginning at lat 35-46-30, long. 76-47-00; thence southwesterly along the E edge of Amber Civil Arwy #9 to lat 34-21-40, long 77-41-30; thence clockwise along the arc of a circle with a radius of 60 s miles centered at lat 34-54-30, long. 76-53-00; to lat 34-26-50, long. 77-46-35; thence N to lat 35-20-30, long. 77-40-50; thence NE to lat 35-40-00, long. 77-23-40; thence clockwise along the arc of a circle with a radius of 60 s miles centered at lat 34-54-30, long 76-53-00; to the point of beginning. Designated Altitudes: 6000 ft MSL to unlimited. Time of Designation: Sunset to sunrise daily. Controlling Agency: MCAS, Cherry Point, N. C.

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective September 20, 1956, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber civil airway No. 9 (Charleston, S. C. to Norfolk, Va), is amended to read: "From the Charleston, S. C., rdo rng stn via the Myrtle Beach, S. C., nondirectional rdo bcn; Wilmington, N. C., nondirectional rdo bcn; New Bern, N. C., nondirectional rdo bcn; the intsxn of a line bearing 11° T from the New Bern, N. C., nondirectional rdo bcn and the SW course of the Norfolk, Va., rdo rng to the Norfolk, Va. rdo rng stn. The portion of this arwy above 5500' above mean sea level within 60 miles of a point at Lat. 34° 54' 30", Long. 76° 53' 00" is excluded daily from sunset to sunrise."

(2) Red civil airway No. 10 (Amarillo, Tex. to Charleston, S. C.), is amended between Birmingham, Ala. and Atlanta, Ga., by deleting the portion which reads: "the intsxn of the E course of the Birmingham, Ala., rdo rng and the W course of the Campbellton. Ga., rdo rng; Campbellton, Ga., rdo rng stn;" and by substituting the following in lieu thereof: "the intsxn of the E course of the Birmingham, Ala., rdo rng and a line bearing 267° T from the Atlanta, Ga., rdo rng;"

(3) Red civil airway No. 67 (Crestview, Fla. to Atlanta, Ga.), is amended to read: "From the Crestview, Fla., rdo rng stn via the Dothan, Ala., rdo rng stn; the intsxn of the NW course of the Dothan, Ala., rdo rng and the SW course of the Columbus, Ga., rdo rng; Columbus, Ga., rdo rng stn; the intsxn of the NE course of the Columbus, Ga., rdo rng and a line bearing 182°T from the Marietta, Ga. (Lost Mountain) nondirectional rdo bcn to the intsxn of the line bearing 182°T from the Marietta, Ga. (Lost Mountain) nondirectional bcn and the SW course of the Atlanta, Ga., rdo rng, excluding the portions above 19,000' MSL which lie within Tyndall restricted area (R-33c) between sunset and sunrise, and excluding the portion which overlaps Fort Benning restricted area (R-129)."

(4) VOR civil airway No. 1 (Charleston, S. C. to New York, N. Y.), is amended to read: "From the Charleston, S. C., omnirng stn via the Myrtle Beach, S. C. omnirng stn; Wilmington, N. C. omnirng stn; point of intsxn of the Wilmington omnirng 005°T and the New Bern, N. C. 297°T radials; Cofield, N. C. omnirng stn; intsxn of the Cofield omnirng 058°T radial and the Norfolk ILS lclzr SW course; Norfolk, Va., ILS lclzr; to the point of intsxn of the Norfolk, VA. ILS lclzr NE course and the Norfolk, Va. VAR N course. From the point of intsxn of the Norfolk, Va. VAR N course and the Norfolk, Va. Navy rdo rng E course via the intsxn of the Norfolk VAR N course and the Salisbury omnirng 206°T radial; Salisbury, Md. omnirng stn; intsxn of the Salisbury omnirng 038°T and the Coyle omnirng 203°T radials, Coyle, N. J. omnirng stn; to the Idlewild, N. Y. omnirng stn. Those portions of this arwy between the Coyle, N. J. omnirng stn and the point of intsxn of the Colts Neck, N. J. omnirng 073°T and the Coyle, N. J. omnirng 031°T radials lying more than 3 miles either side of the centerline, and those portions in conflict with the Patuxent restricted area (R-43) and the Warren Grove restricted area (R-26), are excluded."

(5) VOR civil airway No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.), is amended by changing all after the West Chester, Pa. omnirng stn to read: "West Chester, Pa. omnirng stn; to the point of intsxn of the West Chester omnirng direct radial to the Coyle, N. J. omnirng stn and the Woodstown, N. J. omnirng 045°T radial."

(6) VOR civil airway No. 13 (Houston, Tex. to Duluth, Minn), is amended by changing the portion which reads: "Shreveport, La. omnirng stn;" to read: "Shreveport, La. omnirng stn, including an E alternate;"

(7) VOR civil airway No. 16 (Los Angeles, Calif. to Boston, Mass.), is amended by changing all between the Big Spring, Tex. omnirng stn and the Texarkana, Ark. omnirng stn to read: ""Big Spring, Tex. omnirng stn; Abilene, Tex. omnirng stn, including a S alternate; Mineral Wells, Tex. omnirng stn, including a N alternate and also a S alternate via the intsxn of the Abilene omnirng 096°T and the Mineral Wells omnirng 247° T radials; Dallas, Tex. omnirng stn, including a S alternate; Sulphur Springs, Tex. omnirng stn, including a N alternate from the Mineral Wells omnirng stn to the Sulphur Springs omnirng stn via the intsxn of the Mineral Wells omnirng 066°T and the Sulphur Springs omnirng 272°T radials; Texarkana, Ark. omnirng stn, including a N alternate;"

(8) VOR civil airway No. 17 (Laredo, Tex. to Goodland, Kans.), is amended by changing all after the Waco, Tex. omnirng stn to read: "Waco, Tex. omnirng stn, including a E alternate; intsxn of the Waco omnirng 352°T and the Fort Worth omnirng 159°T radials; Fort Worth, Tex. omnirng stn; Oklahoma City, Okla. omnirng stn; Gage, Okla. omnirng stn; Garden City, Kans. omnirng stn; to the Goodland omnirng stn, including a W alternate."

(9) VOR civil airway No. 19 (El Paso, Tex. to Great Falls, Mont.), is amended by changing the portion which reads: "Crazy Woman, Wyo. omnirng stn, including an E alternate," to read: "Crazy Woman, Wyo. omnirng stn, including an E alternate via the intsxn of the Casper, Wyo. 007°T and the Crazy Woman omnirng 146°T radials;"

(10) VOR civil airway No. 20 (laredo, Tex. to Richmond, Va.), is amended by changing the portion which reads: "New Orleans, La. omnirng stn," to read: "New Orleans, La. omnirng stn, including a S alternate;"

(11) VOR civil airway No. 26 (Cherokee, Wyo. to Cleveland, Ohio), is amended by changing the portion which reads: "White Cloud, Mich. omnirng stn;" to read: "White Cloud, Mich. omnirng, including a N alternate;"

(12) VOR civil airway No. 27 (Los Angeles, Calif. to Seattle, Wash.), is amended by changing the portion which reads: "Salinas, Calif. omnirng stn;" to read: "Salinas, Calif.

omnirng stn, including a W alternate from the Paso Robles omnirng stn to the Salinas omnirng stn via the intsxn of the Paso Robles omnirng 314°T and the Salinas omnirng 149°T radials, excluding the portion which conflicts with the Fort Ord restricted area (R-284) and also excluding the portion which conflicts with the Camp Roberts restricted area (R-415) during the hours of daylight;"

(13) VOR civil airway No. 35 (Miami, Fla., to Syracuse, N.Y.), is amended by changing the portion which reads: "From the Miami, Fla. omnirng stn via the intsxn of the Miami omnirng 274°T and the Fort Myers omnirng 133°T radials;" to read: "From the Miami, Fla. omnirng stn via the intsxn of the Miami omnirng 276°T and the Fort Myers omnirng 142°T radials;"

(14) VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.,), is amended by changing the portion which reads: "From the Iowa City, Iowa omnirng stn via the intsxn of the Iowa City omnirng 092°T and the Joliet omnirng 265°T radials;" to read: "From the Iowa City, Iowa omnirng stn via the intsxn of the Iowa City omnirng 093°T and the Joliet omnirng 265°T radials;"

(15) VOR civil airway No. 54 (Quitman, Tex. to Charlotte, N.C.), caption changed and is amended by changing the portion which reads: "From the Texarkana, Ark. omnirng stn via the Little Rock, Ark. omnirng stn, including a N alternate via the intsxn of the Texarkana omnirng 031°T and the Little Rock omnirng 255°T radials;" to read: "From the Quitman, Tex. omnirng stn via the Texarkana, Ark. omnirng stn; Little Rock, Ark. omnirng stn, including a N alternate via the intsxn of the Texarkana omnirng 031°T and the Little Rock omnirng 255° T radials;"

(16) VOR civil airway No. 61 (Fort Worth, Tex. to Lawton, Okla), is amended to read: "From the Fort Worth, Tex. omnirng stn via the intsxn of the Fort Worth omnirng 315°T and the Wichita Falls omnirng 139° T radials; Wichita Falls, Tex. omnirng stn, to the Lawton, Okla. omnirng stn."

(17) VOR civil airway No. 63 (Waco, Tex. to Milwaukee, Wis.), caption changed and is amended by adding a new first portion to read: "From the Waco, Tex. omnirng stn via the intsxn of the Waco omnirng 036°T and the Sulphur Springs omnirng 234°T radials; to the Sulphur Springs, Tex. omnirng stn."

(18) VOR civil airway No. 66 (San Diego, Calif. to Sulphur Springs, Tex.), caption changed and is amended by changing all after the Culberson, Tex. omnirng stn to read: "Culberson, Tex. omnirng stn; intsxn of the Culberson omnirng 090°T and the Midland omnirng 234°T radials; Midland, Tex. omnirng stn; Big Spring, Tex. omnirng stn; Abilene, Tex. omnirng stn; intsxn of the Abilene omnirng 066° T and the Fort Worth omnirng 248°T radials; Fort Worth, Tex. omnirng stn; to the Sulphur Springs, Tex. omnirng stn."

(19) VOR civil airway No. 68 (Albuquerque, N. Mex. to Brownsville, Tex.), is amended by changing the portion which reads: "intsxn of the San Antonio omnirng 169°T and the Corpus Christi omnirng 321°T radials;" to read: "intsxn of the San Antonio omnirng 168°T and the Corpus Christi omnirng 321°T radials;"

(20) VOR civil airway No. 73 (Wichita, Kans. to Salina, Kans.), is amended to read: "From the Wichita, Kans. omnirng stn via the Hutchinson, Kans. omnirng stn; intsxn of the Hutchinson omnirng 025°T and the Salina omnirng 184°T radials; to the Salina, Kans. omnirng stn."

(21) VOR civil airway No. 77 (San Angelo, Tex. to Des Moines, Iowa), is amended by deleting the portion which reads: "Oklahoma City omnirng 187°T" and substituting the following in lieu thereof: "Oklahoma City omnirng 180°T"

(22) VOR civil airway No. 91 (New York, N.Y. to Montreal, Que.), is amended to read: "That airspace over U.S. territory from the Idlewild, N.Y. omnirng stn via the point of intsxn of the Idlewild omnirng 042°T and the Wilton omnirng 185°T radials; Wilton, Conn. omnirng stn; Poughkeepsie, N.Y. omnirng stn; Albany, N.Y. omnirng stn, including an E alternate via the intsxn of the Poughkeepsie omnirng 007°T and the Albany omnirng 140°T radials and also a W alternate; Plattsburgh, N.Y. omnirng stn; to the Montreal, Que omnirng stn."

(23) VOR civil airway No. 94 (Salt Flat, Tex. to Gregg County, Tex.), is amended to read: "From the Salt Flat, Tex. omnirng stn via the Carlsbad, N. Mex. omnirng stn to the Hobbs, N. Mex. omnirng stn. From the Abilene, Tex. omnirng stn via the intsxn of the Abilene omnirng 096°T and the Britton omnirng 264°T radials; Britton, Tex. omnirng stn; to the Gregg County, Tex. omnirng stn."

(24) VOR civil airway No. 114 (Pueblo, Colo. to New Orleans, La.), is amended to read "From the Pueblo, Colo. omnirng stn via the Dalhart, Tex. omnirng stn; Amarillo, Tex. omnirng stn, including a N alternate; Childress, Tex. omnirng stn, including a S alternate; Wichita Falls, Tex. omnirng stn; Dallas, Tex. omnirng stn; intsxn of the Dallas 135°T and the Gregg County omnirng 273°T radials; Gregg County, Tex. omnirng stn, including a N alternate from the Dallas omnirng stn to the Gregg County omnirng stn via the Quitman, Tex. omnirng stn; point of intsxn of the Shreveport, La. omnirng 176°T and the Alexandria omnirng 300°T radials; Alexandria, La. omnirng stn, including a N alternate from the Gregg County omnirng stn to the Alexandria omnirng stn via the Shreveport omnirng stn and the point of intsxn of the Shreveport omnirng 176°T with the Alexandria omnirng 300°T radials; Baton Rouge, La. omnirng stn; to the New Orleans, La. omnirng stn."

(25) VOR civil airway No. 131 (Emporia, Kans. to Topeka, Kans.), is amended to read: "From the Emporia, Kans. omnirng stn via the intsxn of the Emporia omnirng 050°T and the Topeka omnirng 174°T radials; to the Topeka, Kans. omnirng stn."

(26) VOR civil airway No. 140 (Amarillo, Tex. to New York, N. Y.), is amended by changing all after the Coyle, N. J. omnirng stn to read: "Coyle, N. J. omnirng stn; to the Idlewild, N. Y. omnirng stn, excluding the portions of this arwy between the Coyle, N. J. omnirng stn and the point of intsxn of the Coyle omnirng 031°T and the Colts Neck, N. J. omnirng 073°T radials more than 3 miles either side of the centerline and the portions which overlap the Aberdeen restricted area (R-54)."

(27) VOR civil airway No. 161 (Fort Worth, Tex. to Minneapolis, Minn.), caption changed and is amended by changing all before the Blue Springs, Mo. omnirng stn to read: "From the Fort Worth (Amon Carter Field), Tex. ILS lclzr via the intsxn of the Fort Worth (Amon Carter Field) ILS lclzr NW course and the Ardmore omnirng 192°T radial; Ardmore, Okla. omnirng stn; Tulsa, Okla. omnirng stn; Butler, Mo. omnirng stn; Blue Springs, Mo. omnirng stn."

(28) VOR civil airway No. 163 (Brownsville, Tex. to Oklahoma City, Okla.), is amended by changing the last portion to read: "From the Waco, Tex. omnirng stn via the intsxn of the Waco omnirng 315°T and the Mineral Wells omnirng 198°T radials; Mineral Wells, Tex. omnirng stn; Fort Worth, Tex. omnirng stn; Ardmore, Okla. omnirng stn; intsxn of the Ardmore omnirng 350°T and the Oklahoma City omnirng 137°T radials; to the Oklahoma City omnirng stn, including a W alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the intsxn of the Ardmore omnirng 331°T and the Oklahoma City omnirng 180°T radials and also an E alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the intsxn of the Oklahoma City omnirng stn via the intsxn of the Oklahoma City omnirng 107°T and the Tulsa, Okla. omnirng 222°T radials. The portions of this arwy which conflict with the Corpus Christi restricted area (R-227) are excluded."

(29) VOR civil airway No. 186 (St. Louis, Mo. to Vandalia, Ill.), is amended to read: "From the St. Louis, Mo. omnirng stn via the intsxn of the St. Louis omnirng 032°T and the Vandalia omnirng 273°T radials; to the Vandalia omnirng stn."

(30) VOR civil airway No. 229 (Wilmington, N.C. to Cofield, N.C.), is added to read: "From the Wilmington, N.C. omnirng stn via the New Bern, N.C. omnirng stn; to the Cofield, N.C. omnirng stn. The portion of this arwy above 5500 feet above mean sea level within 60 miles of a point at latitude 34° 54' 30" N, longitude 76° 53' 00" W, is excluded daily from sunset to sunrise."

(31) VOR civil airway No. 231 (Missoula, Mont. to Ronan, Mont.), is added to read: "From the Missoula, Mont. omnirng stn to the point of intsxn of the Missoula omnirng 354°T and the Mullan Pass, Mont. omnirng 089°T radials."

(32) VOR civil airway No. 241 (Kinston, N.C. to Cofield, N.C.), is revoked.

(33) VOR civil airway No. 247 (Douglas, Wyo. to Crazy Woman, Wyo.), is added to read "From the Douglas, Wyo. omnirng stn to the Crazy Woman, Wyo. omnirng stn."

(34) VOR civil airway No. 248 (Paso Robles, Calif. to Bakersfield, Calif.), is added to read: "From the Paso Robles, Calif. omnirng stn to the Bakersfiled, Calif. omnirng stn."

CONTROL AREAS: (1) VOR civil airway No. 20 (Laredo, Tex. to Richmond, Va.), is amended to read: "All of VOR civil arwy No. 20, including N and S alternate, but excluding the airspace between the main arwy and its N alternate arwy from the Atlanta, Ga. omnirng stn to the Spartanburg, S.C. omnirng stn."

(2) VOR civil airway No. 54 (Quitman, Tex. to Charlotte, N.C.), is amended to read: "All of VOR civil arwy No. 54 including N alternates."

(3) VOR civil airway No. 61 (Fort Worth, Tex. to Lawton, Okla.), is amended to read: "All of VOR civil arwy No. 61."

(4) VOR civil airway No. 63 (Waco, Tex. to Milwaukee, Wis.), is amended to read: "All of VOR civil arwy No. 63 including W alternates."

(5) VOR civil airway No. 66 (San Diego, Calif. to Sulphur Springs, Tex.), is amended to read: "All of VOR civil arwy No. 66 including N alternates."

(6) VOR civil airway No. 73 (Wichita Kans. to Salina, Kans.), is amended to read: "All of VOR civil arwy No. 73."

(7) VOR civil airway No. 91 (New York, N.Y. to Montreal, Que.), is amended to read: "All of VOR civil arwy No. 91 including an E alternate and a W alternate."

(8) VOR civil airway No. 94 (Salt Flat, Tex. to Gregg County, Tex.), is amended to read "All of VOR civil arwy No. 94."

(9) VOR civil airway No. 131 (Emporia, Kans. to Topeka, Kans.), is amended to read: "All of VOR civil arwy No. 131."

(10) VOR civil airway No. 161 (Fort Worth, Tex. to Minneapolis, Minn.), is amended to read: "All of VOR civil airway No. 161."

(11) VOR civil airway No. 163 (Brownsville, Tex. to Oklahoma City, Okla.), is amended to read: "All of VOR civil arwy No. 163 including an E and a W alternate."

(12) VOR civil airway No. 186 (St. Louis, Mo. to Vandalia, Ill.), is amended to read: "All of VOR civil arwy No. 186."

(13) VOR civil airway No. 229 (Wilmington, N.C. to Cofield, N.C.), is added to read: "All of VOR civil arwy No. 229."

(14) VOR civil airway No. 231 (Missoula, Mont. to Ronan, Mont.), is added to read: "All of VOR civil arwy No. 231."

(15) VOR civil airway No. 241 (Kinston, N.C. to Cofield, N.C.), is revoked.

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(16) VOR civil airway No. 247 (Douglas, Wyo. to Crazy Woman, Wyo.), is added to read: "All of VOR civil arwy No. 247"

(17) VOR civil airway No. 248 (Paso Robles, Calif. to Bakersfield, Calif.), is added to read: "All of VOR civil arwy No. 248".

CONTROL AREA EXTENSIONS: (1) (Pasco, Wash.), is amended by changing the words "VOR civil airway No. 103" to read: "VOR civil airway No. 112."

(2) (Campbellton, Ga.), is revoked.

(3) (Columbia S. C.), is amended by adding the following portion to present control area extension: "and the airspace S of Columbia bounded on the NE by Blue Civil arwy No. 28, on the SW by Red civil arwy No. 10 and on the NW by Red civil arwy No. 16, and the airspace SE of Columbia bounded on the N by Red civil arwy No. 16, on the E by Amber civil arwy No. 7, and on the SW by Blue civil arwy No. 28, excluding the portion which overlaps restricted area (R-384)."

(4) (Miami, Fla.), is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 mi in radius centered on the Tamiami, Fla., nondirectional rdo bcn to a circle 10 miles in radius centered on the intsxn of a line bearing 276°T from the Tamiami nondirectional rdo bcn and the eastern boundary of the New Orleans Oceanic Control Area, excluding the portion which lies within Sarasota Warning Area (W-168) and excluding the portion below 2000 ft. MSL which lies outside the continental limits of the United States."

(5) (Miramar, Calif.), is amended by changing last portion to read: "excluding the airspace below 15,000 ft. MSL, which lies within restricted area. (R-297)."

(6) (Wichita, Kans.), is amended by adding the following portion to present control area extension: "and the airspace lying within 5 miles either side of a direct line extending from the Wichita, Kans. omnirng stn to the Tulsa, Okla. omnirng stn."

(7) (Fort Smith, Ark.), is amended to read: "That airspace NE of Fort Smith within a 25 mile radius of the Fort Smith omnirng stn extending clockwise from the eastern boundary of VOR civil arwy No. 13 to the northern boundary of VOR civil arwy No. 74."

(8) (Tampa, Fla.), is amended by adding the following portion to present control area extension: "including the airspace NW of Tampa bounded on the NE by VOR civil arwy No. 97, on the SW by Tampa control area extension 601.1226, and on the NW by a line 5 miles W of a and parallel to the 207°T radial of the Cross City, Fla. omnirng, excluding the airspace below 2000 ft MSL which lies outside the continental limits of the United States."

CONTROL ZONES: (1) Three-mile radius zones is amended by adding the following airport: Jacksonville, N. C., New River MCAF.

(2) (Rockford, Ill.), is amended by adding the following portion to present control zone: "and within 2 miles either side of a line extending from the Greater Rockford Arpt through the Rockford nondirectional rdo bcn to a point 12 miles S of the nondirectional rdo bcn."

(3) (Pensacola, Fla.), is amended by adding the following portion to present control zone: "and within 2 miles either side of the ILS lclzr NW course extending from the lclzr to a point 15 miles NW."

(4) (Aguadilla, P. R.), is amended to read: "Within a 10 mile radius of Ramey AFB, Aguadilla, P. R., and within 2-1/2 miles either side of the extended centerline of the Ramey AFB E/W rnwy extending to points 12 miles E and W of the rnwy ends."

(5) (Anchorage, Alaska), is amended to read: "That airspace within a 5 mile radius of Elmendorf AFB, within 5 miles either side of a direct line from the Elmendorf AFB to and including a 5 mile radius of Anchorage Intnl Arpt, and within 2 miles either side of the ILS lclzr course extending from the Anchorage Intnl Arpt to a point 10 miles beyond the outer marker, excluding the portion which overlaps restricted area (R-348)."

(6) (New Bern, N. C.), is amended to read: "Within a 6 mile radius of Simmons-Nott Arpt and within 2 miles either side of a line bearing 265°T extending from the New Bern nondirectional rdo bcn to a point 10 miles W of the rdo bcn, excluding the portion which overlaps Cherry Point restricted area (R-123), and excluding the airspace above 5500 ft. above mean sea level daily from sunset to sunrise."

(7) (North, S. C.), is added to read: "Within an 8 mile radius of North AF (AUX) Fld, North, S. C., and within 2 miles either side of a line bearing 233°T extending from the airfld to a point 10 miles SW."

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points to read: (a) Britton, Tex. omnirng stn; (b) Huntsville, Ala., omnirngstn; (c) Maxwell Intsxn - the intsxn of the Lafayette, Ind. omnirng 122°T and the Indianapolis, Ind omnirng 084°T radials; (d) Whitehurst Intsxn - the intsxn of the N course of the Norfolk, Va. VAR and of the NE course of the Norfolk, Va. ILS lclzr.

(2) Domestic VOR reporting points is amended by changing the following reporting points to read: (a) Richmond Intsxn - the intsxn of the Oakland, Calif. omnirng 330°T and the Sacramento, Calif. omnirng 233°T radials.

(3) Domestic VOR reporting points is amended by revoking the following reporting point: (a) Ringling Intsxn - the intsxn of the Ardmore, Okla. omnirng 274°T and the Oklahoma City, Okla. omnirng 175°T radials.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective September 20, 1956:

Section 610.12 Green Civil Airway 2 is amended to read in part:

FROM	TO	MEA
North Scituate INT, R.I.	Boston, Mass. LFR	1800

Section 610.13 Green Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Allentown, Pa. LFR	Belle Mead INT, N. J.	2500
Youngstown, Ohio LFR	Pardoe INT, Pa.	2600
Pardoe INT, Pa.	Philipsburg, Pa. LFR	4000

Section 610.16 Green Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Maxwell AFB, Ala.	Int. E crs Maxwell & SW crs Atlanta	1600
Int. E crs Maxwell & SW crs Atlanta	Atlanta, Ga. LFR	2000

Section 610.101 Amber Civil Airway 1 is amended to read in part:

FROM	TO	MEA
*Newhall, Calif. LFR	Wheeler Ridge INT, Calif.	10000
*7000 - MCA Newhall LFR, N-bound		
Castaic, Calif. FM	Newhall, Calif. LFR S-bound only	8000
Wheeler Ridge INT, Calif.	*Bakersfield, Calif. LFR N-bound	6000
	S-bound	10000
*7000 - MCA Bakersfield LFR, S-bound		

Section 610.210 Red Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Birmingham, Ala. LFR	Eden INT, Ala.	3000
Eden INT, Ala.	Tallapoosa INT, Ga.	4000
Tallapoosa INT, Ga.	Atlanta, Ga. LFR	2700

Section 610.251 Red Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Blackstone, Va. LFR	Dinwiddie INT, Va.	1800

Section 610.268 Red Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Tyler, Tex. LFR	Shreveport, La. LFR	2100

Section 610.284 Red Civil Airway 84 is amended to read in part:

FROM	TO	MEA
Marion INT, Ala.	Maxwell AFB, Ala. LFR	1500
Maxwell AFB, Ala.	Mt. Meigs, Ala. LF/RBN	1600
Mt. Meigs, Ala. LF/RBN	Columbus, Ga. LFR	2000

Section 610.647 Blue Civil Airway 47 is amended to read in part:

FROM	TO	MEA
Brodnax INT, Va.	Blackstone, Va. LFR	1800

Section 610.1001 Direct Routes - U. S. is amended to read in part:

FROM	TO	MEA
Greensboro, N.C. LFR	Roanoke, Va. LFR	5500
Crossville, Tenn. VOR	Lexington, Ky. VOR	*7000
*5000 - MOCA		
Roanoke, Va. LFR	Int. S crs Roanoke, Va. LFR & NE crs Greensboro, N.C. LFR	5600
Waterloo, Iowa VOR	Moline, Ill. VOR	*3200
*3100 - MOCA		

Section 610.1001 Direct Routes, U.S. is amended by adding:

FROM	TO	MEA
School INT, N. Mex.	Clovis, N. Mex. LF/RBN NW-bound	8000
	SE-bound	7000
Galena, Alaska LFR	Kotzebue, Alaska LF/RBN	6500
Hinchinbrook, Alaska LFR	Middleton Island, Alaska LFR	5000
Kodiak, Alaska LFR	Middleton Island, Alaska LFR	4000
Kodiak, Alaska LFR	King Salmon, Alaska LFR	8800
McGrath, Alaska LFR	Galena, Alaska LFR	6200
Middleton Island, Alaska LFR	Homer, Alaska LFR	8000

Section 610.6001 VOR Civil Airway 1 is amended to delete:

FROM	TO	MEA
Coyle, N.J. VOR	Colts Neck, N.J. VOR	1500

Section 610.6001 VOR Civil Airway 1 is amended by adding:

FROM	TO	MEA
Coyle, N.J. VOR	Idlewild, N.Y. VOR	1500

Section 610.6001 VOR Civil Airway 1 is amended to read in part:

FROM	TO	MEA
Wilmington, N.C. VOR	LaGrange INT, N.C.	*2300
*1400 - MOCA		
LaGrange INT, N.C.	Cofield, N.J. VOR	*3000
*1400 - MOCA		

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Brunswick, Ga. VOR	*Harris Neck INT, Ga.	1500
*4000 - MRA		
Harris Neck INT, Ga.	Savannah, Ga. VOR	1500

VOR Civil Airway 3 - cont'd.

FROM	TO	MEA
Savannah,Ga.VOR	*Burton INT,S.C.	1400
*5500 - MRA		
Burton INT,S.C.	Charleston,S.C.VOR	1400
District INT,Md.	Hereford INT,Md.	*5000
*2000 - MOCA		

Section 610.6008 VOR Civil Airway 8
is amended by adding:

FROM	TO	MEA
*Long Beach, Calif. VOR	Covina INT,Calif.	
Via N alter.	Via N alter.	
	NE-bound	12000
	SW-bound	4000
*10000 - MCA Long Beach VOR, NE-bound		
Covina INT,Calif.	Hawkins INT,Calif.	
Via N alter.	Via N alter.	
	NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	
Via N alter.	Via N alter.	12000

Section 610.6012 VOR Civil Airway 12
is amended to delete:

FROM	TO	MEA
West Chester,Pa. VOR	Boothwyn INT,Pa.	1800

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
West Chester,Pa. VOR	Echelon INT,Pa.	1800

Section 610.6013 VOR Civil Airway 13
is amended by adding:

FROM	TO	MEA
Lufkin,Tex.VOR	Shreveport,La.VOR	
Via E alter.	Via E alter.	*2500
*1900 - MOCA		

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	*Chelsea INT,Okla.	2000
*2600 - MRA		

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Abilene,Tex.VOR	Mineral Wells,Tex. VOR	*3500
*3100 - MOCA		
Mineral Wells, Tex. VOR	Lake Worth INT, Tex.	2300
Lake Worth INT, Tex.	Dallas,Tex.VOR	2700
Abilene,Tex.VOR	Cisco INT,Tex.	
Via S alter.	Via S alter.	3100
Cisco INT,Tex.	Mineral Wells,Tex.VOR	
Via S alter.	Via S alter.	3200
Mineral Wells,Tex. VOR	Russell INT,Tex.	
Via S alter.	Via S alter.	2300

VOR Civil Airway 16 - cont'd.

FROM	TO	MEA
Russell INT,Tex.	Dallas,Tex.VOR	
Via S alter.	Via S alter.	2700
Mineral Wells,Tex. VOR	Haslet INT,Tex.	
Via N alter.	Via N alter.	2400
Haslet INT,Tex.	Lewisville INT,Tex.	
Via N alter.	Via N alter.	*3000
*1900 - MOCA		
Lewisville INT, Tex.	Little Elm INT, Tex.	*3800
Via N alter.	Via N alter.	*3800
*1700 - MOCA		
Little Elm INT, Tex.	*McKinney INT,Tex.	
*4300 - MRA		
**2100 - MOCA		
McKinney INT,Tex.	Princeton INT,Tex.	
Via N alter.	Via N alter.	*2900
*2100 - MOCA		
Princeton INT, Tex.	Sulphur Springs, Tex. VOR	
Via N alter.	Via N alter.	*2000
*1800 - MOCA		

Section 610.6017 VOR Civil Airway 17
is amended to delete:

FROM	TO	MEA
Waco,Tex.VOR	Ft.Worth,Tex.VOR	
Via W alter.	Via W alter.	*2300
*2000 - MOCA		

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Waco,Tex.VOR	Riovista INT,Tex.	*2000
*1900 - MOCA		
Riovista INT,Tex.	Joshua INT,Tex.	2100
Joshua INT,Tex.	Lake Worth INT, Tex.	2000
Lake Worth INT, Tex.	Ft.Worth,Tex.VOR	2400
Ft.Worth,Tex.VOR	Cole INT,Okla.	*2800
*2500 - MOCA		
Cole INT,Okla.	Bray INT,Okla.	*2800
*2300 - MOCA		
Bray INT,Okla.	*Blanchard INT, Okla.	**2800
*2800 - MRA		
**2400 - MOCA		
Blanchard INT, Okla.	Oklahoma City, Okla. VOR	2400

Section 610.6019 VOR Civil Airway 19
is amended to read in part:

FROM	TO	MEA
Casper,Wyo.VOR	Crazy Woman,Wyo.VOR	
Via E alter.	Via E alter.	7500

Section 610.6020 VOR Civil Airway 20
is amended by adding:

FROM	TO	MEA
Lafayette,La.VOR	New Orleans,La.VOR	
Via S alter.	Via S alter.	*2000
*1400 - MOCA		

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
New Orleans,La. VOR	*Dog INT,La.	**3900
*3900 - MRA		
**1600 - MOCA		
Dog INT,La.	*Bon Secour INT, Fla.	**3900
*2000 - MRA		
**1100 - MOCA		
Bon Secour INT, Fla.	Saufley,Fla.VOR	*2000
*1300 - MOCA		

Section 610.6026 VOR Civil Airway 26
is amended by adding:

FROM	TO	MEA
Green Bay,Wis.VOR	White Cloud,Mich.VOR	
Via N alter.	Via N alter.	*4000
*2700 - MOCA		

Section 610.6027 VOR Civil Airway 27
is amended by adding:

FROM	TO	MEA
*Paso Robles, Calif.VOR	**Salinas,Calif.VOR	
Via W alter.	Via W alter.	8000
* 8000 - Paso Robles VOR, N-bound		
**4000 - MCA Salinas VOR, S-bound		

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
Miami,Fla.VOR	*Tamiami INT,Fla.	1200
*2700 - MRA		
Tamiami INT,Fla.	*Copeland INT,Fla.	1200
*2200 - MRA		
Copeland INT,Fla.	Ft.Myers,Fla.VOR	*2200
*1100 - MOCA		

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Savannah,Ga.VOR	*Grays INT,S.C.	1400
*2500 - MRA		
Grays INT,S.C.	Columbia,S.C.VOR	1400

Section 610.6038 VOR Civil Airway 38
is amended to read in part:

FROM	TO	MEA
Iowa City,Iowa VOR	Prairie INT,Iowa	2100
Prairie INT,Iowa	*Annawan INT,Iowa	**4000
*4000 - MRA		
**2100 - MOCA		
Annawan INT,Iowa	Triumph INT,Ill.	*6000
*2000 - MOCA		
Triumph INT,Ill.	Joliet,Ill.VOR	2000

Section 610.6048 VOR Civil Airway 48
is amended to read in part:

FROM	TO	MEA
Burlington,Iowa VOR	Peoria,Ill.VOR	1900

Section 610.6053 VOR Civil Airway 53
is amended by adding:

FROM	TO	MEA
Columbia,S.C.VOR	Spartanburg,S.C. VOR	2300

Section 610.6054 VOR Civil Airway 54
is amended by adding:

FROM	TO	MEA
Quitman,Tex.VOR	Texarkana,Tex.VOR	1300

Section 610.6057 VOR Civil Airway 57
is amended to read in part:

FROM	TO	MEA
Graham,Tenn.VOR	Bowling Green,Ky. VOR	*2400
*1700 - MOCA		

Section 610.6060 VOR Civil Airway 60
is amended to read in part:

FROM	TO	MEA
Albuquerque, N.Mex.VOR	*Otto,N.Mex.VOR	12000
*10000 - MCA Otto VOR, W-bound		

Section 610.6061 VOR Civil Airway 61
is amended to delete:

FROM	TO	MEA
Ft.Worth,Tex.VOR	Bridgeport INT, Tex.	2300
Bridgeport INT, Tex.	Wichita Falls,Tex. VOR	2600
Ft.Worth,Tex.VOR	Boonsville INT,Tex.	
Via W alter.	Via W alter.	2300
Boonsville INT, Tex.	Wichita Falls,Tex. VOR	3000
Via W alter.	Via W alter	

Section 610.6061 VOR Civil Airway 61
is amended by adding:

FROM	TO	MEA
Ft.Worth,Tex.VOR	Wichita Falls,Tex. VOR	2600

Section 610.6062 VOR Civil Airway 62
is amended to read in part:

FROM	TO	MEA
Anton Chico, N.Mex. VOR	*Ima INT,N.Mex.	8000
*11000 - MRA		
Ima INT,N.Mex.	School INT,N.Mex.	8000
School INT,N.Mex.	Field INT,N.Mex.	*11500
*7800 - MOCA		

Section 610.6063 VOR Civil Airway 63
is amended by adding:

FROM	TO	MEA
Waco,Tex.VOR	*Ennis INT,Tex.	**2400
*2400 - MRA		
**2000 - MOCA		
Ennis INT,Tex.	Sabine INT,Tex.	*4500
*1800 - MOCA		
Sabine INT,Tex.	Sulphur Springs, Tex. VOR	1800

Section 610.6066 VOR Civil Airway 66
is amended to delete:

FROM	TO	MEA
Columbus,N.Mex. VOR	*Animas INT,N.Mex.	10000
*10000 - MRA		

Section 610.6066 VOR Civil Airway 66
is amended by adding:

FROM	TO	MEA
Midland,Tex.VOR	Big Spring,Tex.VOR	4400
Big Spring,Tex. VOR	Abilene,Tex.VOR	4000
Abilene,Tex.VOR	Breckenridge INT, Tex.	*3500
*3100 - MOCA		
Breckenridge INT, Tex.	Chapel INT,Tex.	*4000
*2500 - MOCA		
Chapel INT,Tex.	Ft.Worth,Tex.VOR	2500
Ft.Worth,Tex.VOR	Prosper INT,Tex.	2100
Prosper INT,Tex.	Princeton INT,Tex.	*2900
*2100 - MOCA		
Princeton INT, Tex.	Sulphur Springs, Tex. VOR	*2000
*1800 - MOCA		

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
Gila Bend,Ariz. VOR	Tucson,Ariz.VOR	7000
Columbus,N.M. VOR	El Paso,Tex.VOR	
Via N alter.	Via N alter.	9200
*San Diego,Calif. VOR	Jamul,Calif.LF/RBN	
	E-bound	8000
	W-bound	4500
*4000 - MCA San Diego VOR, E-bound		
Jamul,Calif. LF/RBN	*Seeley INT, Calif.	**11000
*7000 - MCA Seeley INT, W-bound		
**8000 - MOCA		
Barrett Lake,	Jamul,Calif.LF/RBN W-bound only	6000
Seeley INT,Calif.	Yuma,Ariz.VOR	*6000
*4000 - MOCA		

Section 610.6071 VOR Civil Airway 71
is amended by adding:

FROM	TO	MEA
Butler,Mo.VOR	Grandview INT,Mo.	2400
Grandview INT,Mo.	Kansas City,Mo.VOR	3000

Section 610.6072 VOR Civil Airway 72
is amended to read in part:

FROM	TO	MEA
Binghamton,N.Y. VOR	*Sidney INT,N.Y.	3500
*4500 - MRA		

Section 610.6073 VOR Civil Airway 73
is amended to delete:

FROM	TO	MEA
Tulsa,Okla.VOR	*Cambridge INT, Kans.	3000
*3000 - MRA		
*Cambridge INT, *3000 - MRA	**Rock INT,Kans.	3000
**4000 - MRA		
*Rock INT,Kans.	Wichita,Kans.VOR	3000
*4000 - MRA		

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
Wichita Falls, Tex. VOR	Bray INT,Okla.	
Via E alter.	Via E alter.	*2800
*1500 - MOCA		

VOR Civil Airway 77 - cont'd.

FROM	TO	MEA
Bray INT,Okla.	*Blanchard INT,Okla.	
Via E alter.	Via E alter.	**2800
*2800 - MRA		
**2400 - MOCA		
Blanchard INT, Okla.	Oklahoma City,Okla. VOR	
Via E alter.	Via E alter.	2400

Section 610.6083 VOR Civil Airway 83
is amended by adding:

FROM	TO	MEA
Roswell,N.Mex.VOR	Corona,N.Mex.VOR	9000

Section 610.6091 VOR Civil Airway 91
is amended by adding:

FROM	TO	MEA
Poughkeepsie, N.Y. VOR	Albany,N.Y.VOR	
Via W alter.	Via W alter.	5000
Poughkeepsie, N.Y. VOR	Brainard INT,N.Y.	
Via E alter.	Via E alter.	4000
Brainard INT,N.Y.	Albany,N.Y.VOR	
Via E alter.	Via E alter	3000

Section 610.6093 VOR Civil Airway 93
is amended to read in part:

FROM	TO	MEA
Baltimore,Md.VOR	Norris INT,Pa.	2000
Norris INT,Pa.	Lancaster INT,Pa.	*3000
*2000 - MOCA		

Section 610.6094 VOR Civil Airway 94
is amended to read in part:

FROM	TO	MEA
*Salt Flat,Tex. VOR	Carlsbad,N.Mex. VOR	10800
*9800 - MCA Salt Flat VOR, NE-bound		
*Carlsbad,N.Mex. VOR	Hobbs,N.Mex.VOR	5000
*8100 - MCA Carlsbad VOR,SW-bound		

Section 610.6094 VOR Civil Airway 94
is amended by adding:

FROM	TO	MEA
Abilene,Tex.VOR	Cisco INT,Tex.	3100
Cisco INT,Tex. *3500 - MRA	*Mill INT,Tex.	**6500
**2800 - MOCA		
Mill INT,Tex. *2300 - MOCA	Joshua INT,Tex.	*3500
Joshua INT,Tex.	Britton,Tex.VOR	2000
Britton,Tex.VOR	Waxahachie INT, Tex.	2600
Waxahachie INT, Tex. *4000 - MRA	*Kemp INT,Tex.	1900
Kemp INT,Tex. *2300 - MOCA	Gregg Co.,Tex.VOR	*4000

Section 610.6114 VOR Civil Airway 114
is amended to read in part:

FROM	TO	MEA
Alexandria,La.VOR	Baton Rouge,La.VOR	1300

Section 610.6114 VOR Civil Airway 114
is amended to delete:

FROM	TO	MEA
Wichita Falls, Tex.VOR	Alvord INT,Tex.	2600
Alvord INT,Tex. *2000 - MOCA	Decatur INT,Tex.	*3000
Decatur INT,Tex.	Dallas,Tex.VOR	2000
Wichita Falls, Tex.VOR	Sanger INT,Tex.	
Via N alter. *2500 - MOCA	Via N alter.	*2700
Sanger INT,Tex.	Little Elm INT,Tex.	
Via N alter. *1800 - MOCA	Via N alter.	*2400
Little Elm INT, Tex.	Dallas,Tex.VOR	
Via N alter.	Via N alter.	2000
Dallas,Tex.VOR	Gregg Co.,Tex.VOR	2300
Dallas,Tex.VOR	Crandall INT,Tex.	
Via S alter.	Via S alter.	2000
Crandall INT,Tex.	Gregg Co.,Tex.VOR	
Via S alter. *2300 - MOCA	Via S alter.	*4000

Section 610.6114 VOR Civil Airway 114
is amended by adding:

FROM	TO	MEA
Wichita Falls, Tex.VOR	Alvord INT,Tex.	2600
Alvord INT,Tex. *2000 - MOCA	Denton INT,Tex.	*3000
Denton INT,Tex.	Dallas,Tex.VOR	2000
Dallas,Tex.VOR *4000 - MRA	*Kemp INT,Tex.	2000
Kemp INT,Tex. *2300 - MOCA	Gregg Co.,Tex.VOR	*4000
Dallas,Tex.VOR	Quitman,Tex.VOR	
Via N alter.	Via N alter.	2000
Quitman,Tex.VOR	Gregg Co.,Tex.VOR	
Via N alter.	Via N alter.	1800

Section 610.6120 VOR Civil Airway 120
is amended to read in part:

FROM	TO	MEA
Mullen Pass,Mont. VOR	Charlo INT,Mont.	
	E-bound	12700
	W-bound	10000
Charlo INT,Mont.	Augusta INT,Mont.	12700
Augusta INT,Mont.	Great Falls,Mont.VOR	
	W-bound	12700
	E-bound	7000

Section 610.6128 VOR Civil Airway 128
is amended to read in part:

FROM	TO	MEA
Raleigh,N.C.VOR	LaGrange INT,N.C.	2500
LaGrange INT,N.C.	New Bern,N.C.VOR	1400

Section 610.6130 VOR Civil Airway 130
is amended to read in part:

FROM	TO	MEA
Albany,N.Y.VOR	Brainard INT,N.Y.	3000
Brainard INT, N.Y.	Colebrook INT, Mass.	4000

Section 610.6131 VOR Civil Airway 131
is amended to delete:

FROM	TO	MEA
Ponca City,Okla. VOR	*Cambridge INT, Kans.	2500
*Cambridge INT, *3000 - MRA	Emporia,Kans.VOR	**3500
**2800 - MOCA		

Section 610.6140 VOR Civil Airway 140
is amended to delete:

FROM	TO	MEA
Coyle,N.J.VOR	Colts Neck,N.J.VOR	1500

Section 610.6140 VOR Civil Airway 140
is amended by adding:

FROM	TO	MEA
Coyle,N.J.VOR	Idlewild,N.Y.VOR	1500

Section 610.6140 VOR Civil Airway 140
is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	*Chelsea INT,Okla.	
Via N alter. *2600 - MRA	Via N alter.	2000

Section 610.6157 VOR Civil Airway 157
is amended to read in part:

FROM	TO	MEA
LaGrange INT, N.C.	Rocky Mount,N.C. VOR	1400

Section 610.6161 VOR Civil Airway 161
is amended by adding:

FROM	TO	MEA
Ft.Worth (Carter) Tex. ILS loc.	Roanoke INT,Tex.	2000
Roanoke INT,Tex. *3500 - MRA	*Fox INT,Tex.	2000
Fox INT,Tex. *2400 - MOCA	Ardmore,Okla.VOR	*3500
Ardmore,Okla.VOR *2400 - MOCA	Tulsa,Okla.VOR	*4600

Section 610.6163 VOR Civil Airway 163
is amended to read in part:

FROM	TO	MEA
Waco,Tex.VOR *2500 - MOCA	Mill INT,Tex.	*3500
Mill INT,Tex. *2400 - MOCA	Mineral Wells,Tex. VOR	*3500
Mineral Wells, Tex.VOR	Fort Worth,Tex. VOR	2500
Fort Worth,Tex. VOR *2600 - MOCA	Ardmore,Okla.VOR	*3000
Ardmore,Okla.VOR *2800 - MRA	*Blanchard INT,Okla. Via W alter.	**2800
**2500 - MOCA		
Blanchard INT, Okla.	Oklahoma City,Okla. VOR	
Via W alter.	Via W alter.	2400

Section 610.6172 VOR Civil Airway 172 is amended to delete:

FROM	TO	MEA
Int.071° T rad, Des Moines VOR & 268° T rad, Polo VOR	Big Rock INT,Iowa	#2200

Section 610.6184 VOR Civil Airway 184 is amended to read in part:

FROM	TO	MEA
Erie,Pa.VOR	*Hickory INT,Pa.	3500
*5000 - MRA		
Hickory INT,Pa.	Fitzgerald,Pa.VOR	3500

Section 610.6185 VOR Civil Airway 185 is amended to read in part:

FROM	TO	MEA
Savannah,Ga.VOR	*Kildare INT,Ga.	1300
*3500 - MRA		
Kildare INT,Ga.	Augusta,Ga.VOR	1800

Section 610.6186 VOR Civil Airway 186 is amended to delete:

FROM	TO	MEA
Vandalia,Ill.VOR	*Union Center INT, Ind.	2000
*2400 - MRA		
Union Center INT, Ind.	Scotland,Ind.VOR	2400

Section 610.6189 VOR Civil Airway 189 is amended to delete:

FROM	TO	MEA
Pittsburgh,Pa.VOR	Ford INT,Pa.	3000
Ford INT,Pa.	*Brookville INT,Pa.	3500
*4000 - MRA		

Section 610.6192 VOR Civil Airway 192 is amended to read in part:

FROM	TO	MEA
Corona,N.Mex.VOR	*Ima INT,N.Mex.	**11000
*11000 - MRA		
**9000 - MOCA		
Ima INT,N.Mex.	Tucumcari,N.Mex. VOR	*11000
*9000 - MOCA		

Section 610.6194 VOR Civil Airway 194 is amended to read in part:

FROM	TO	MEA
Raleigh,N.C.VOR Via S alter.	Rocky Mount,N.C.VOR Via S alter.	2500

Section 610.6195 VOR Civil Airway 195 is amended by adding:

FROM	TO	MEA
Oakland,Calif. VOR	Rio INT,Calif.	
Via W alter.	Via W alter.	4000
Williams,Calif. VOR	Red Bluff,Calif. VOR	3000

Section 610.6229 VOR Civil Airway 229 is added to read:

FROM	TO	MEA
Wilmington,N.C. VOR	New Bern,N.C.VOR	1400
New Bern,N.C.VOR	Cofield,N.C.VOR	*1300
*1200 - MOCA		

Section 610.6231 VOR Civil Airway 231 is added to read:

FROM	TO	MEA
*Missoula,Mont. VOR	Charlo INT,Mont.	12700
*10500 - MCA Missoula VOR, N-bound		

Section 610.6241 VOR Civil Airway 241 is amended to delete:

FROM	TO	MEA
LaGrange INT,N.C.	Cofield,N.C.VOR	*3000
*1400 - MOCA		

Section 610.6247 VOR Civil Airway 247 is added to read:

FROM	TO	MEA
Douglas,Wyo.VOR	Crazy Woman,Wyo. VOR	7500

Section 610.6248 VOR Civil Airway 248 is added to read:

FROM	TO	MEA
Paso Robles,Calif. VOR	Belridge INT, Calif.	5000
Belridge INT, Calif.	Bakersfield,Calif. VOR E-bound	2000
	W-bound	3000

✓ OAKLAND OCEANIC FLIGHT INFORMATION REGION: Effective September 1, 1956, the Oakland Oceanic Flight Information Region will become the Oakland Oceanic Control Area. The Oakland Oceanic Control Area will be bounded by coordinates: 40-00N, 127-00W direct to 30-45N, 120-50W direct to 22-00N, 138-00W direct to 35-50N, 138-00W direct to 40-00N, 130-00W direct to the point of origin. Within the Oakland Oceanic Control Area a standard altimeter setting of 29.92 will be used. Lower limit of control area will be 5000'. The minimum assignable alt will be 6000'. 1000' vertical separation up to 29,000' will be applied. 2000' vertical separation above 29,000' will be applied. 20 minutes longirudinal separation will be applied. 140 nautical miles lateral separation will be applied between center lines of ATC approved tracks. The air traffic control approved track assigned will include that area 50 n miles each side of the specified track and will be available for the pilot's use without reclearance from ATC. At any time a flight determines that it is outside of this approved track area corrective action should immediately be taken by the pilot to return to the approved track area. Flight plans should be filed in sufficient detail to delineate turning points, altitude change points, and point of entry at destination. Flight plans between Honolulu and the mainland will indicate at least one latitude and longitude point.

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective September 20, 1956:

DESIGNATE:

(1) BRAY, OKLA. INTSXN - the intsxn of the Lawton, Okla.059° mag and the Oklahoma City, Okla. 170° mag radials.

(2) BRECKENRIDGE VHF INTSXN - the intsxn of the Abilene, Tex. VOR 055° mag and the Mineral Wells, Tex. VOR 267° mag radials.

(3) BURTON VHF INTSXN - the intsxn of the Savannah, Ga. VOR 047° mag and the Columbia, S. C. VOR 173° mag radials.

(4) CAMPBELL (LF) INTSXN - the intsxn of the SE course of the Moffett, Field, Calif. LFR and a 031°M bearing to the Evergreen, Calif. "H" facility.

(5) CAMPBELLTON LF INTSXN - the intsxn of the W course of the Atlanta, Ga. ILS lclzr and a 185° mag bearing from the Lost Mountain, Ga. rdo bcn.

(6) CANYON VHF INTSXN - the intsxn of the Amarillo, Tex. VOR 176° mag radial and a 130° mag bearing from the Amarillo, Tex. ILS LOM.

(7) CHAPEL VHF INTSXN - the intsxn of the Mineral Wells, Tex. VOR 330° mag and the Fort Worth, Tex. VOR 239° mag radials.

(8) CISCO VHF INTSXN - the intsxn of the Abilene, Tex. VOR 085° mag and the Mineral Wells, Tex. VOR 237° mag radials.

(9) CITRONELLE VHF INTSXN - the intsxn of the Mobile, Ala. VOR 010° mag and the Evergreen, Ala. VOR 240° mag radials.

(10) COLE VHF INTSXN - the intsxn of the Fort Worth, Tex. VOR 351° mag and the Ardmore, Okla. VOR 260° mag radials.

(11) CONYERS LF INTSXN - the intsxn of the E course of the Atlanta, Ga. ILS lclzr and a 125° mag bearing from the Lost Mountain, Ga. rdo bcn.

(12) COPELAND VHF INTSXN - the intsxn of the Miami, Fla. VOR 275° mag and the Fort Myers, Fla. VOR 140° mag radials.

(13) COURTNEY VHF INTSXN - the intsxn of the Houston, Tex. VOR 306° mag, College Station, Tex. VOR 125° mag and the Eagle Lake, Tex. VOR 024° mag radials.

(14) COWARD L/MF INTSXN - the intsxn of the S course of the Florence, S. C. LF rng and the E course of the Columbia, S. C. LF rng.

(15) DACUS VHF INTSXN - the intsxn of the Houston, Tex. VOR 330° mag, the College Station, Tex. VOR 090° mag and the Eagle Lake, Tex. VOR 024° mag radials.

(16) DENTON VHF INTSXN - the intsxn of the Fort Worth, Tex. VOR 082° mag and the Dallas, Tex. VOR 296° mag radials.

(17) DE SOTO VHF INTSXN - the intsxn of the Dallas, Tex. VOR 193° mag and the Britton, Tex. VOR 063° mag radials.

(18) ECHELON, N. J. VHF INTSXN - the intsxn of the Westchester, Pa VOR direct radial to Coyle, N. J. VOR and Woodstown, N. J. VOR 054° mag radial.

(19) FOX (VHF) INTSXN - the intsxn of the Ardmore, Okla. VOR 183° mag radial and the NW course of the Fort Worth (Carter Fld), Tex. ILS lclzr.

(20) GRAYS VHF INTSXN - the intsxn of the Savannah, Ga. 002° mag and the Charleston, S. C. VOR 243° mag radials.

(21) GUADALUPE VHF INTSXN - the intsxn of the San Antonio, Tex. VOR 324° mag and the Austin, Tex. VOR 228° mag radials.

(22) HARRIS NECK VHF INTSXN - the intsxn of the Savannah, Ga. VOR 195° mag and the Alma, Ga. VOR 082° mag radials.

(23) HIGHTSTOWN, N. J. (VHF) INTSXN - the intsxn of the Woodstown, N. J. VOR 054° mag radial and the Coyle, N. J. VOR 004° mag radial.

(24) ISLE OF PALMS (Integrated) INTSXN - the intsxn of the SE course of the Charleston, S. C. LF rng and the Myrtle Beach, S. C. VOR 222° mag radial.

(25) ISLE OF PALMS VHF INTSXN - the intsxn of the Charleston, S. C. VOR 125° mag and the Myrtle Beach, S. C. VOR 222° mag radials.

(26) JOSHUA VHF INTSXN - the intsxn of the Britton, Tex. VOR 255° mag and the Waco, Tex. VOR 343° mag radials.

(27) KEENAN VHF INTSXN - the intsxn of the Houston, Tex. VOR 330° mag and the College Station, Tex. VOR 103° mag radials.

(28) KEMP VHF INTSXN - the intsxn of the Dallas, Tex. VOR 126° mag and the Britton, Tex. VOR 082° mag radials.

(29) KILDARE VHF INTSXN - the intsxn of the Savannah, Ga. VOR 320° mag and the Charleston, S.C. VOR 243° mag radials.

(30) LAKE WORTH VHF INTSXN - the intsxn of the Fort Worth, Tex. VOR 149° mag and the Mineral Wells, Tex. VOR 071° mag radials.

(31) LANGSTON VHF INTSXN - the intsxn of the Oklahoma City, Okla. VOR 030° mag and the Enid, Okla. VOR 120° mag radials.

(32) LEESBURG VHF INTSXN - the intsxn of the Orlando, Fla. VOR 305° mag and the Lakeland, Fla. VOR 010° mag radials.

(33) (This number is void.)

(34) LOST MOUNTAIN, GA. NON-DIRECTIONAL RADIOBEACON.

(35) McKINNEY, TEX. INTSXN - the intsxn of the Sulphur Springs, Tex. VOR 264° mag and the Mineral Wells, Tex. VOR 056° mag radials. (21 Aug 1956)

(36) MILL VHF INTSXN - the intsxn of the Mineral Wells, Tex. VOR 188° mag and the Britton, Tex. VOR 255° mag radials.

(37) PRINCETON VHF INTSXN - the intsxn of the Dallas, Tex. VOR 018° mag and the Sulphur Springs, Tex. VOR 264° mag radials.

(38) PROSPER VHF INTSXN - the intsxn of the Dallas, Tex. VOR 336° mag and the Fort Worth, Tex. VOR 082° mag radials.

(39) REX LF INTSXN - the intsxn of the E course of the Atlanta, Ga. ILS lclzr and a 133° mag bearing from the Lost Mountain, Ga rdo bcn.

(40) ROANOKE VHF INTSXN - the intsxn of the NW course of the Fort Worth (Carter Fld), Tex. ILS lclzr and the Mineral Wells, Tex. VOR 056° mag radial.

(41) RUSSELL VHF INTSXN - the intsxn of the Mineral Wells, Tex. VOR 086° mag radial and the S course of the Fort Worth (Meacham Fld), Tex. ILS lclzr.

(42) SABINE VHF INTSXN - the intsxn of the Dallas, Tex. VOR 081° mag and the Sulphur Springs, Tex. VOR 226° mag radials.

(43) SAGINAW VHF INTSXN - the intsxn of the N course of the Fort Worth, Tex. (Meacham Fld), ILS lclzr and the Mineral Wells, Tex. VOR 066° mag radial.

(44) SCAPPOOSE (VHF) INTSXN - the intsxn of the NW Portland ILS lclzr course and the 338° mag radial of the Newburg VOR.

(45) (This number is void.)

(46) STILSON L/MF INTSXN - the intsxn of the NW course of the Savannah, Ga. LF rng and the NE course of the Alma, Ga. LF rng.

(47) STONE MOUNTAIN LF INTSXN - the intsxn of the NE course of the Atlanta, Ga. LF rdo rng and a 114° mag bearing from the Lost Mountain, Ga. rdo bcn

(48) TEMPLE LF INTSXN - the intsxn of the W course of the Atlanta, Ga. ILS lclzr and a 222° mag bearing from the Lost Mountain, Ga rdo bcn.

(49) TRINITY FORK VHF INTSXN - the intsxn of the SE course of the Dallas, Tex. ILS lclzr and Britton, Tex. VOR 063° mag radial.

(50) VAIL LAKE (VHF) INTSXN - the intsxn of the 047° mag radial of the Oceanside, Calif. VOR, the 128° mag radial of the March AFB VOR and the 242° mag radial of the Thermal, Calif. VOR.

(51) WALLING, N. J. (VHF) INTSXN - the intsxn of the Idlewild, N. Y. VOR radial to Hightstown Intsxn, N. J. and SW course of the LaGuardia ILS lclzr.

(52) WEEKSTOWN (LF) INTSXN - the intsxn of the NE Millville LFrng and the NW Atlantic City (Navy) LF rng.

REDESIGNATE:

(1) ALVORD VHF INTSXN - the intsxn of the Wichita Falls, Tex. VOR 114° mag and the Fort Worth, Tex. VOR 018° mag radials.

(2) BEDFORD VHF INTSXN - the intsxn of the Fort Worth (Carter Fld), Tex. ILS lclzr NW course and the Mineral Wells, Tex. VOR 067° mag radials.

(3) BLANCHARD, OKLA. INTSXN - the intsxn of the Oklahoma City VOR 170° mag and the Ardmore, Okla. VOR 322° mag radials.

(4) BOLD SPRING LF INTSXN - the intsxn of the NE course of the Atlanta, Ga. LF rdo rng and a 094° mag bearing from the Lost Mountain, Ga. rdo bcn.

(5) CALLAHAN VHF INTSXN - the intsxn of the Jacksonville, Fla. VOR 303° mag and the Brunswick, Ga. VOR 215° mag radials.

(6) CONVERSE (VHF) INTSXN - the intsxn of the Shreveport VOR 168° mag and the Alexandria VOR 293° mag radials.

(7) DERBY, OHIO (LF) INTSXN - the intsxn of the N course of Akron-Canton, Ohio ILS and the E course of Akron, Ohio LFrng. (Formerly Wingfoot Intsxn)

(8) ELMENDORF, TEX. INTSXN - the intsxn of the San Antonio, Tex. VOR 158° mag and the Cotulla, Tex. VOR 030° mag radials.

(9) EMMETT VHF INTSXN - the intsxn of the Tri-City, Tenn., ILS lclzr E course and the Tri-City, Tenn. VOR 352° mag radial.

(10) HASLET VHF INTSXN - the intsxn of the Mineral Wells, Tex. VOR 056° mag radial and the Fort Worth, (Meacham Fld), Tex. NW ILS lclzr course.

(11) HENSLEY (VHF) INTSXN - the intsxn of the SE course of Carter Fld ILS lclzr and the 237° mag radial of Dallas VOR.

(12) KENNESAW LF INTSXN - the intsxn of the NW course of the Atlanta, Ga. LF rdo rng and a 020° mag bearing from the Lost Mountain, Ga. rdo bcn.

(13) LEWISVILLE VHF INTSXN - the intsxn of the NW course of the Dallas, Tex. ILS lclzr and the Mineral Wells, Tex. VOR 056° mag radial.

(14) LITTLE ELM VHF INTSXN - the intsxn of the Dallas, Tex. VOR 315° mag and the Mineral Wells, Tex. VOR 056° mag radials.

(15) MADRAS LF INTSXN - the intsxn of the SW course of the Atlanta, Ga. LF rdo rng and a 185° mag bearing from the Lost Mountain, Ga. rdo bcn.

(16) RIOVISTA VHF INTSXN - the intsxn of the Waco, Tex. VOR 343° mag and the 216° mag radial of the Britton, Tex. VOR.

(17) TALLAPOOSA LF INTSXN - the intsxn of a line bearing 265° mag from the Atlanta, Ga. LF rdo rng and the S course of the Rome, Ga. LF rdo rng.

(18) TAMIAMI VHF INTSXN - the intsxn of the Miami, Fla. VOR 275° mag and the West Palm Beach, Fla. VOR 218° mag radials.

(19) TIOGA VHF INTSXN - the intsxn of the Dallas, Tex. VOR 336° mag and the Fort Worth, Tex. VOR 064° mag radials.

(20) VICTORY, CALIF. INTSXN - the intsxn of the Palmdale VOR 276° mag and the Fillmore VOR 034° mag radials.

(21) WAXAHACHIE L/MF INTSXN - the intsxn of the S course of the Dallas, Tex. LF rdo rng and 124° mag bearing from Fort Worth, Tex. LF rdo rng.

(22) WAXAHACHIE VHF INTSXN - the intsxn of the Dallas Tex. VOR 193° mag and the Britton, Tex. VOR 082° mag radials.

CANCEL:

(1) BOONESVILLE INTSXN - the intsxn of the Mineral Wells, Tex. VOR 015° mag and the Fort Worth, Tex. VOR 298° mag radials.

(2) BRADLEY (VHF) INTSXN - the intsxn of the Lawton, Okla. VOR 055° mag radial and Victor Arwy 17 (Oklahoma City 165° mag radial.)

(3) BRIDGEPORT INTSXN - the intsxn of the Mineral Wells, Tex. VOR 015° mag and the Fort Worth, Tex. VOR 313° mag radials.

(4) COPPELL INTSXN - the intsxn of the NW course of the Dallas, Tex. ILS lclzr, Fort Worth, Tex VOR 069° mag and the Dallas, Tex. VOR 271° mag radials.

(5) CAMBRIDGE INTSXN - the intsxn of the 128° mag radial of the Wichita omnirng and the 18° mag radial of the Ponca City omnirng.

(6) CRANDALL, TEX (VHF) INTSXN - the intsxn of the Dallas, Tex. VOR 126° mag and the Gregg County, Tex. VOR 270° mag radials.

(7) DECATUR VHF INTSXN - the intsxn of the Fort Worth, Tex. VOR 002° mag and the Dallas, Tex. VOR 296° mag radials.

(8) EDGEWOOD (VOR) INTSXN - the intsxn of the Dallas 097° mag radial and the NW course of the Tyler ILS lclzr course (306° mag)

(9) EMORY VHF INTSXN - the intsxn of the Sulphur Springs, Tex. 200° mag and the Quitman, Tex. 262° mag radials.

(10) FORESTBURG VHF INTSXN - the intsxn of the Fort Worth 346° mag and the Ardmore, Okla. 196° mag radials.

(11) FORREST LF INTSXN - the intsxn of the NE course of the Atlanta, Ga. LF rdo rng and the E course of the Atlanta, Ga. ILS lclzr.

(12) FRISCO VHF INTSXN - the intsxn of the Dallas Tex. VOR 336° mag and the Fort Worth, Tex. VOR 050° mag radials.

(13) HASLETT (INTEGRATED) INTSXN - the intsxn of the N course of the Fort Worth, Tex. LF rdo rng and the Fort Worth, Tex. VOR 032° mag radial.

(14) LANCASTER VHF INTSXN - the intsxn of the Dallas, Tex. VOR 193° mag radial and the SE course of the Fort Worth, Tex. (Carter Fld) ILS lclzr

(15) MESQUITE (VHF) INTSXN - the intsxn of the Dallas, Tex. VOR 126° mag and the Fort Worth, Tex. 084° mag radials.

(16) MORGAN VHF INTSXN - the intsxn of the Waco, Tex. VOR 321° mag and the Fort Worth, Tex. VOR 178° mag radials.

(17) MOTBRIDGE L/MF INTSXN - the intsxn of the E course of the Columbia, S. C. LF rng and the SW course of the Florence, S. C. LF rng.

(18) PLANO (VHF) INTSXN - the intsxn of the Dallas, Tex. VOR 336° mag and the Fort Worth, Tex. VOR 069° mag radials.

(19) SMYRNA LF INTSXN - the intsxn of the NW course of the Atlanta, Ga. LF rdo rng and the E course of the Atlanta, Ga. ILS lclzr.

(20) STADIUM (VHF) INTSXN - the intsxn of the S course of the Fort Worth, Tex. (Meacham) ILS lclzr and the Fort Worth, Tex. VOR 123° mag radial.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established and shall become effective September 20, 1956:

(1) BEDFORD VHF INTSXN - direction of holding - NW on Fort Worth (Carter Fld), Tex. NW ILS lclzr course (inbound course 129° mag); direction of turn - LEFT; time - 1 minute; minimum altitude - 2000'

(2) BRITTON VOR INTSXN - direction of holding - SW on 216° mag radial (inbound course 036° mag); direction of turns - LEFT; time - 1 minute; minimum altitude - 2000'.

(3) CALLAHAN VHF INTSXN - direction of holding - W on Jacksonville, Fla. VOR 303° mag radial (inbound course 123° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 1200'.

(4) CAMPBELLTON LF INTSXN - direction of holding - W on W course of the Atlanta, Ga. ILS lclzr (inbound course 088° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 2700'.

(5) CONYERS LF INTSXN - direction of holding - E on E course of the Atlanta, Ga. ILS lclzr (inbound course 268° mag); direction of turns - LEFT; time - 1 minute; minimum altitude - 2200'.

(6) DE SOTO VHF INTSXN - direction of holding - SW on Dallas, Tex. VOR 193° mag radial (inbound course 013° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 2600'.

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(7) HASLET VHF INTSXN - direction of holding - N on Fort Worth (Meacham Fld), Tex. ILS N course (inbound course 174° mag); direction of turns - LEFT; time - 1 minute; minimum altitude - 2000 .

(8) JOSHUA VHF INTSXN - direction of holding - W on Britton, Tex. VOR 255° mag radial (inbound course 075° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 2000 .

(9) KENNESAW LF INTSXN - direction of holding - NW on NW course of the Atlanta, Ga. LF rdo rng (inbound course 154° mag); direction of turns - LEFT; time - 2 minutes; minimum altitude - 3000 .

(10) LANGSTON VHF INTSXN - direction of holding - NE on Oklahoma City, Okla. VOR 030° mag radial (inbound course 210° mag); direction of turns - LEFT; time - 1 minute; minimum altitude - 3000'.

(11) LITTLE ELM VHF INTSXN - direction of holding - NW on Dallas, Tex. VOR 315° mag radial (inbound course 135° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 3800'.

(12) LOST MOUNTAIN, GA. RADIO BEACON - direction of holding - W on a bearing of 284° mag from the rdo bcn (inbound course 104° mag); direction of turns: LEFT; time - two minutes; minimum altitude - 2800'.

(13) PRINCETON VHF INTSXN - direction of holding - NE on Dallas, Tex. VOR 018° mag radial (inbound course 198° mag); direction of turns - LEFT; time - 2 minutes; minimum altitude - 2000'.

(14) REX LF INTSXN - direction of holding - E on E course of the Atlanta, Ga. ILS lclzr (inbound course 268° mag); direction of turns - LEFT; time - 1 minute; minimum altitude - 2200'

(15) RUSSELL VHF INTSXN - direction of holding - S on S course of Fort Worth (Meacham Fld), Tex ILS lclzr (inbound course 354° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 2000'.

(16) SAGINAW VHF INTSXN - direction of holding - W on Mineral Wells, Tex. VOR 066° mag radial (inbound course 066° mag); direction of turns - RIGHT; time - 1 minute.

The following non-standard holding pattern is redescribed and shall become effective September 20, 1956:

(1) ATLANTA, GA. LF RANGE - direction of holding - SE on SE course (inbound course 324° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 2200'.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 13 - Radio Facility Identification Index - Correct GTF Great Falls, Montana LF rng frequency to read: 371 kc.

(2) Page 24 - Emporia, Kansas - Add CAA telephone number to read: 3512.

(3) Page 25 - Lewistown, Montana - Correct CAA telephone number to read: Keystone 8-3639.

(4) Page 26 - Millville, New Jersey - Correct CAA telephone number to read: Taylor 5-1173.

(5) Page 26 - Grants, New Mexico - Correct CAA telephone number to read: Atwater 7-3011.

(6) Page 27 - Nashville, Tennessee - Correct CAA telephone number to read: Alpine 6-2237.

(7) Page 29 - Nashville, Tennessee - Correct ASDO - General Safety telephone number to read: Alpine 5-7791.

(8) Page 29 - Memphis, Tennessee - Delete ASDO (General Safety).

(9) Page 29 - Nashville, Tennessee - Add (Air Carrier Safety) telephone number Alpine 5-7791.

(10) Page 75 - Airport Name Index - Correct coordinates for Butte, Montana to read: Lat 45-57-15, long. 112-29-45 and Butte Valley, Dorris, California to read: Lat 41-53-15, long. 112-58-45.

(11) Page 102 (Airborne) Wichita Falls, (Sheppard AFB)- Correct rcvr check point to read: 094°; over LFR; 2000'.

(12) Page 103 - (Airborne) - Wink, Texas (Site 18, ELP-FTW) - Add rcvr check point to read: 151°; over LF rng - 1000' above terrain.

(13) Page 104 - (Ground) Fort Myers, Florida (Page Fld) - Correct rcvr check point to read: 042°.

(14) Page 105 - (Ground) - Las Vegas, New Mexico - Correct rcvr check point to read: 021°.

(15) Page 105 - (Ground) - Lawton, Oklahoma - Correct rcvr check point to read: 169°; on terminal apron at point intersecting the S taxi strip.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	-	Such items usually are cited only once, because of space limitations. Examples; erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.

BIRMINGHAM-RADIO: About August 10, VOR will be shut down - relctn. (7-18)

★BIRMINGHAM ARPT-TOWER: Aug 7, trans & rcvr 305.4 & 385.6 mc cmsnd. FLD: Caution -tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr.

DOTHAN -NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E W parallel taxi strip W of a point adj to Air National Guard hangar. E W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

MT. MANNING BEACON SITE 28, MEM-TPA: Effective Aug 31, bcn will be discontinued.

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

**OZARK ARPT: New fld. Type L. Lat. 31-27-30, long. 85-37-15. Lctn: 2.0 SE. Elev: 358'. No. of rnwys: 1 - 2000' x 200' - sod. Lngst rnwy & facs: 20. Remarks: Drive-in-theatre S.

RED BAY MUN ARPT: Closed-const. (7-26)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

**CHANDLER-RIGGS ARPT: ABANDONED. (6-11)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)

★PHOENIX-SKY HARBOR ARPT-TOWER: Aug 15, freq 348.6 mc cmsnd. FLD: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, except prior permission airport manager. Construction in progress South of taxiway 1 from runway 8L to trans ramp and South to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

**SEDONA-OAK CREEK ARPT: New fld. Type: P. Lat 34-50, long 111-47. Lctn: 2 mi SE. Elev: 4800'. No. of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2. (5-7)

**TES NOS PAS ARPT: Elev: 5450'. (7-16)

TUCSON-RADIO: VOR/DME coverage: 360°-050° 35 n mi 11,000', 050°-060° 22 n mi 11,000'; 060°-075° 35 n mi 11,000, 075°-085° 21 n mi 11,000'; 090°-170° 40 n mi 12,000'; 225°-230° 40 n mi 7,000'; 330°-345° 35 n mi 11,000'; 345°-360° 25 n mi 11,000'. (7-17)

ARIZONA: TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF- steers unrel beyond 35 mi at or below the following alt: (a)NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Radio contact with Yuma AF tower necessary until further notice. Tower trans civil acft 119.1mc, 344 kc. Rnwy 3-21 clsd const. Rnwy 17-35 clsd days.

ARKANSAS: ARKADELPHIA MUN ARPT: Unsafe - due to holes in lndg areas. (7-5)

EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mc 325° thru N to 225°; 2000'MSL coverage 35 mi 225° thru W to 325°.(3-30)

FT. SMITH-RADIO: About Sept 5, VOR will be shut down until approx Oct 5, modernization.

★FT. SMITH ARPT-TOWER: Aug. 17, Approach Control service inaugurated. Class:AC(g).

HARRISON ARPT: N/S, new NW/SE rnwys clsd-const. Fld clsd ngts.

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends and course roughness. (10-14) About Sept 5, VOR will be shut down until approx Oct 5. (8-2)

CALIFORNIA: **ADELANTO-GREY BUTTE ARPT: Abandoned. (5-28)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: VOR/DME flight-checked and resumed operations. Coverage 45 nautical miles except 25 nautical miles 180°-200°; 30 nautical miles 280°-300°; 20 nautical miles 300°-320°; 35 nautical miles 345°-015° at MEA. (8-20)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CHICAGO RADIO-SPECIAL NOTICE: USAF will conduct maneuvers at Chico Mun Arpt 24 hrs each day during period Aug 12 thru Aug 26. CAA will oper mobile ctl twr during following hrs Standard Time: Aug 13 thru 25, 0500-2300; Aug 26, 0800-1700. Rdo freq avail. as follows: Trans: 278kc, 119.9, 121.5, 126.18, 236.6, 243.0, 275.8 mc. Rcvg: 3023.5 kc 122.5, 121.5,126.18, 236.6, 243.0, 275.8 mc. Two way rdo equip capable of commun with ctl twr required of all acft except transient during periods of maneuvers. Military Flight Service interphone avail Chico Mun Arpt. (7-4)

CHINO PACIFIC ARPT: Clsd to all acft xcpt on official business PAC Airmotive Co. Equip on or near rnwys-caution. Rnwy 3-21 under const both ends. Rnwy 8-26 clsd.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand. (6-15)

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

★FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (8-7) Aug 7, VOR placed in monitorg category (1).

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down - relctn.(8-17) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip both ends rnwy 11-29, apch areas and adj taxiways First 250' rnwy 11 clsd-usable length 6750'. Extreme caution apch end rnwy 11 - const.

**FURNACE CREEK ARPT #17, RIV-DLS: Delete from records. (7-25)

GLENDALE-RADIO: About Sept 14, ident homing fac will be changed from GLN to GCE.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress.

KLAMATH-McBETH ARPT: Closed. (6-13)

**LAKE HUGHES-SKY CASTLE ARPT: Abandoned. (6-25)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° CALIFORNIA: 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25) July 23, VOR shut down until approx Aug 23 - modernization. (8-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt **const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd-const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (6-27) N 800' apch end rnwy 16L perm clsd.

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16) About Sept 5, VOR will be shut down until approx Sept 24. During this period the following arwys will not be usable: V-23 Long Beach - White Oaks Int; V-16 Ontario - Los Angeles; V-107,209 Fillmore - Los Angeles; V 201 Corbina Int - Berry Int; V-210 Daggett-Los Angeles.

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the Shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

**MOJAVE-MYER ARPT: Abandoned. (5-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy . (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility midbay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should ctc San Francisco Apch Ctl on 118.5mc. Commun during IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable commun channel for IFR flgt into Oakland Alameda NAS, Hayward or San Francisco.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

CALIFORNIA: **PALM SPRINGS ARPT: 253' lgtd twr erected 1.4 n mi NW (303°T) at lat 33-50-46, long. 116-32-06. (8-12)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
**REDLANDS-FLYING INN-REDLANDS ARPT: (Formerly Redlands Arpt) Lngst rnwy & facs: 26-L4-S3. Fuel: F2. Remarks: Chg to: Rgt tfc E. Lgts on req after 2400. Rolling.
**RICE FLD: Abandoned. (6-14)
RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)
SACRAMENTO-RADIO: June 28, VOR shut down until approx August 28-modernization. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip with ADF; MEA westbound 5000'; Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable; V-23 Sacramento to intersection with V-200; V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (6-28)
★SACRAMENTO ARPT-TOWER: Aug 16, trans and rcvr 312.6 mc cmsnd. FLD: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather; actual apchs IFR weather. (4-2)
**SACRAMENTO-BRANSTETTER ARPT: 574' (MSL) antenna twr erected 3.9 n mi SE (152°T) at lat 38-35-16, long 121-29-22. (7-6)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
**SAN ANDREAS-CALAVERAS COUNTY ARPT: New fld. Type: P. Lat. 38-11, long. 120-40. Lctn: 0.5 SE. Elev: 1200'. No. of rnwys; 1 - E/W. Lngst rnwy & facs: h20-*L4-S3. Fuel: F2. Remarks: No storage.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. Soon VOR will be shut down until approx August 25. (7-26)
SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach requested to make initial call to San Francisco Tower, freq 119.1 mc.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.
★SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24) Trans and rcvr 269.4, 290.3, 284.6 mc cmsnd. (8-18)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked.
SANTA BARBARA ARPT: 110' flagged mobile boom operg 4900' W of apch end rnwy 7-days.
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd.
STOCKTON FLD: Rnwy 16-34 clsd. All taxiways xcpt taxiway A clsd. Excavation with hvy equip in progress in all clsd areas-mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs exercise extreme caution. Minimum altitude for low apchs is 528' MSL.
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085° 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
TULARE ARPT: Closed-reconstruction. (5-18)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
CALIFORNIA: WILLIAMS-RADIO: About September 1, VOR will be shut down until approx September 16. During this period the following arwys will not be usable: V-195 Red Bluff-Sacramento; V-195W Williams - Rio Int; V212 Fort Ross Int - Coloma Int; V-200 Lakeport Int - Mt. Lola Int. (8-9)
COLORADO: CAMP HALE-CONTROLLED FIRING AREA: The following temporary Controlled Firing Area is established: Name: Camp Hale, Colo. Description: N-boundary lat 39-40; E-boundary-long. 106-03; S-boundary-lat 39-21; W-boundary long. 106-26. Altitudes: Surface to 20,000' MSL. Time of Use: Unlimited. Activities Conducted: Field artillery and mortar firing. Controlling Agency: Commanding General, Ft. Carson, Colorado Effective date: August 1- September 30, 1956.
COLORADO SPRINGS-PETERSON FLD-TOWER: About Aug 20 lclzr and glide slope will be shut down until approx Aug 24-modernization. (8-7) FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of tower. (5-1)
CORTEZ-MONTEZUMA COUNTY ARPT: Closed-const. Lgt acft use adj Ute Fld. (9-16)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo required.
EADS ARPT: Emerg only-rough. (4-20)
KREMMLING-RADIO: July 17, VOR shut down. During this period VOR minimum reception altitude on V8 between Denver VOR and Grand Junction VOR via intersection of 263° radial Denver VOR and 047° radial Grand Junction VOR established at 19,500'. (7-19)
LONGMONT ARPT: NW/SE rnwy under const. (3-13)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
PUEBLO-RADIO: About Sept 1, VOR will be shut down until approx Sept. 15, during this period the following arwys will not be usable: V-19 Kiowa - Raton; V-114 Pueblo - Dalhart; V-10, 10N Pueblo-Lamar. (7-31)
PUEBLO MEMORIAL ARPT: Caution-extensive const entire concrete ramp area. Men, equip on ramp days-hazard areas mrkd by flares ngts. (7-17)
**ROCKY FORD-TODD ARPT: Elev: 4370'.
CONNECTICUT: **ESSEX-DOANE ARPT: Abandoned.
HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
WINDSOR LOCKS-BRADLEY FLD: No services, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men, equip on fld. Extensive glider activity week ends and evenings.
**HARRINGTON ARPT: Abandoned. (5-28)
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use runways and taxi strips only.
WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inoperative. (8-18) FLD: Due to limited visibility tower unable to control surface traffic on parking ramps.
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam construction along east bank of Potomac River 3/4 mi north of Key Bridge at Dalecaria, Maryland.
WASHINGTON-RADIO: LF range SE course bends 4 to 9 n mi from station; 17 to 22 n mi from station, multiples 3° - to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equipped acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
★WASHINGTON NAT'L ARPT-TOWER: Aug 21, freq 263.0 mc decmsnd; 291.6 mc cmsnd. FLD:
** Rnwy 9-27 perm clsd-mrkd. Lmtd parking, taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) USAF, NAVY, CG; Clsd to all acft xcpt (a) Acft carrying VIP and officers ABOVE rank of Maj General or Rear Admiral (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt. CG and will be flown VFR conditions only). NO acft over

DIST. OF COLUMBIA: 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Rnwy 36 clsd lndgs and rnwy 18 clsd take-offs daylgt hrs. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg operg on apch end rnwy 36. (7-20)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

**CLEWISTON-SUGARLAND ARPT: Reinstated. Type: P. Lat 26-44; long. 80-57. Lctn: 1 mi SW. Elev: 18. No. of rnwys: 3. Lngst rnwy & facs: 30-S3. Fuel: Fl. Remarks: P-lines N,NE,SW, trees NW. (8-15)

COTTONDALE BEACON SITE 28, NEW-JAX: Effect. Aug 31, bcn will be discontd. (8-6)

**CRESTVIEW ARPT: 236' (441'MSL) lgtd rdo twr erected 1.7 n mi SW(207°T) at lat 30-45-56, long. 86-35-06.

DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown int. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V 3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.

EVERGLADES ARPT: Closed - due const.

FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.

**FT. LAUDERDALE-CONTROLLED FIRING AREA: Effect. immediately the following Controlled Firing Area is established: Name: Ft. Lauderdale, Fla. Description: Beginning. at lat 26-05-30, long. 80-06-30; thence to lat 26-03-30, long. 80-06-42; thence to lat 26-03-30, long. 80-00-00; thence to lat 26-05-30, long. 79-59-30 to point of beginning. Altitude: Surface to 10,000 ft. Time of Use: as published in NOTAMS. Activities Conducted. Ordnance Test Drops. Controlling Agency: Officer in Charge, Naval Ordnance Test Facility, Port Everglades, Fla.

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

✱JACKSONVILLE-AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvr 274.3, 317.5, 326.2 mc cmsnd. (8-6)

✱JACKSONVILLE IMESON ARPT-TOWER: Trans & rcvr 250.4, 269.2 mc cmsnd. (8-6) FLD: Rnwy 13L-36R clsd to jet acft and all ngt operns. (8-13)

KEY WEST-INTERNATIONAL ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. First 1500' rnwy 26 clsd. Rnwys 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (5-5)

KISSIMEE BEACON SITE 8, SPG-DAB: Effect. Aug 31, bcn will be discontd. (8-6)

LUTZ BEACON SITE 70, MEM-TPA: Effect. Aug 31, bcn will be discontd. (8-6)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1700-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

✱MIAMI INTERNATIONAL ARPT-TOWER: Aug 6, trans & rcvr 250.2 mc cmsnd. (8-7) FLD: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types; when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will oe into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited Tfc pat. will be as directed by twr. Tactical approaches prohibited. (7-20)

MIAMI (KROME) BEACON SITE 19, TPA-MIA: Effect. Aug 31, bcn will be diconstd. (8-6)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt

FLORIDA: ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.

**PANAMA CITY-CITY AIRPARK: Abandoned. (7-23)

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution-- shoulders soft. Men and equip. adj rnwys. (9-8)

**PANAMA CITY-SKYLAND ARPT: 200' (215'MSL) lgtd rdo twr 2.1 n mi E (115°T) at lat. 30-09-50, long. 85-39-05. (6-15)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Monday thru Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

✱ST. AUGUSTINE- FAIRCHILD ST. AUGUSTINE ARPT-TOWER: CI twr hrs opern: 0800-1600 Mon thru Fri. (8-13) FLD: Rnwy 16-34 closed-aprked acft.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE DALE MABRY ARPT: Lgtd steam generating plant being erected 17.4 n mi NNW, at lat 30-05, long. 84-10. Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500 ft. unless in contact with and cleared by MacDill AFB twr. Military acft operg VFR in Tampa Bay area should avoid Tampa International and Pinellas County International control zones or remain above 2500 ft. unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-MAC DILL AFB-RADIO: Aug 10. RAPCON radar shut down until approx Aug 25

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equippeo with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

✱ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: Aug 9, trans & rcvr 348.6 mc cmsnd. Aug 10, trans & rcvr 319.2 mc decmsnd. Aug 14, freq 353.7 mc cmsnd. About Sept 4, freq 348.6 mc will be discontd. UHF-equipped acft are req to contact Atlanta Center on 301.4, 307.9, 324.7, 353.7, or 360.6 mc. (8-17)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

✱ATLANTA ARPT-TOWER: Aug 14, freq 353.7 mc decmsnd. FLD: Acft arriving arpt make initial contact with Atlanta approach control on 120.7 mc regardless of weather or flight plan. Acft not equipped for two way communication on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L closed. (4-21)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness. (3-17)

Aug 6, LF rng shut down until approx Aug 24. (8-17)

COLUMBUS ARPT: E/W rnwy clsd-const. (8-14)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

GEORGIA: NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
ROYSTON-RADIO: VOR/DME shut down July 9 until approx Sept. 10. Temp change in MEA during shut down period V20 ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'.
SAVANNAH-RADIO: Transand rcvr 305.4 mc cmsnd. (UHF/DF).
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end.
**BOISE-CAMPBELL ARPT: Formerly carried as Boise, Major's Arpt.
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance altitude.
**CALDER ARPT: Abandoned.
DIXIE USFS ARPT: Closed - construction.
**IDAHO FALLS-FANNING FLD: Formerly carried as Idaho Falls Municipal Airport.
**JEROME-COUNTY ARPT: 151' rdo twr erected 1.5 n mi WSW(269°T) at lat 42-44, long. 114-30.
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOUNTAIN HOME-CONTROLLED FIRING AREA: A temp controlled firing area is established as follows: Name: Mountain Home, Idaho. Description: Beginning at lat 43-22, long. 116-08; thence to lat 43-13, long. 116-00; thence to lat 43-07, long 116-12; thence to lat 43-17, long. 116-19; thence to lat 43-22, long 116-19; thence to point of beginning. Altitude: August - surface to 25,000' MSL. Time of use: Daylgt hrs. Activities conducted: Artillery firing - gun, mortar and Howitzer. Controlling Agency: Montana National Guard. Effective date: August 11-25 inclusive.
STREVELL ARPT: All lgts inop.
TWIN FALLS - JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equipment operating vcnty.

ILLINOIS: ALTON-CIVIL MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' & 5500' MSL.
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW & SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. About Sept 17,VOR/DME will be shut down until approx Oct 26 - modernization.
**CHERRY VALLEY-MORLIND ARPT: Formerly carried as Franklyn Arpt.
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' south of Glenview Naval Air Station.
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution -S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has lgt to moderate bends. FLD: Single eng transient acft will not allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.
CHICAGO-O'HARE INTERNATIONAL ARPT-TOWER: About Sept 20, TVOR will be cmsnd Freq: 108.4 mc. Ident: ORD. Monitoring category (1), with voice. Lctd lat 41-59-22, long 87-54-10. FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd -const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr

ILLINOIS: **CHICAGO-SMITH SEAPLANE BASE: Three 255'(844'MSL) brick chimneys being erected 0.5 mi N. 251' lgtd grain elevator being erected 2 n mi N (360°T) at lat 41-41-00, long 87-33-36.
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL.
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy.
ELMHURST ARPT: Effective December 31, 1956 field will be closed.
**GALESBURG ARPT: A 355'(1130'MSL) lgtd transmitting twr erected 3 n mi SE(120°T) at lat 40-56-36, long 90-20-39.
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13.
KEWANEE ARPT: Men and equip. on fld intermittently - caution.
LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long 88-02-30.
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs 123', not marked or lighted.
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt.
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 F1 Group at arpt. 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.
PONTIAC-RADIO: About Sept. 4, VOR will be shut down until approx Nov 1-modernization
QUINCY-RADIO: Soon, ILS glide slope and lclzr will be shut down until approx Sept. 3.
QUINCY-BALDWIN-QUINCY ARPT: Const 10' off either side and 50' off ends of rnwy 3-21 - installing hi-intensity lgts. Men, equip on fld.
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men, equip crossing rnwy - days.
SPRINGFIELD-CAPITAL ARPT: Men and farming, mowing equip on fld - days.
WOODDALE-WOODALE MOODY ARPT: Clsd irregular intervals-flgt trng-marked.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
**AUBURN ARPT: 910'(1780'MSL) lgtd TV twr erected 4.0 n mi SSE (173°T) at lat 41-19-59, long 85-03-07.
CAMP ATTERBURY - SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'.
DECATUR-HI-WAY ARPT: (New fld)- Type: P. lat 41-40, long 85-30. Lctn: 3 mi E. Elev: 841'. No. of rnwys: 1. Lngst rnwy & facs: 26-S3. Fuel: F1.Remarks:Soft when wet.
**ELKHART ARPT: 236' (1016'MSL) lgtd steel microwave twr erected 3.5 m WNW at lat 41-43-50, long 86-03-48.
**EVANSVILLE-SKYLAND ARPT: 340'(820'MSL) lgtd twr erected 1.7 n mi (240°T) at lat 37-59-57, long 87-37-06.
FT. WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. Aug 7, VOR shut down until approx Sept 30 - modernization.
FT. WAYNE-BAER FLD-TOWER: August 20, ILS glide slope shut down until approximately Sept. 20. FLD:Rnwy 4-22 now 7800' - daylight operations, 6200'-night operations. 1600' ext. not lighted. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of runway. Rnwy 4-22 will be intermittently open and closed during runway lgtg construction. Use of runway shall not be anticipated unless it has been determined by contact with control tower that it will be open at time of arrival.

INDIANA: GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident : IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, Ident: IDX,with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr.

LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE - SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequency violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**MICHIGAN CITY ARPT: 254' micro wave twr erected 6.0 n mi E (109° T) at lat 41-40-23, long. 86-40-57.

PERRYSVILLE-HIGHLAND ARPT: 180' (911' MSL) lgtd twr being erected 12 n mi SW (210° T) at lat 39-53-48, long. 87-36-25.

**RENSSELAER-JASPER COUNTY ARPT: 170' (896' MSL) lgtd rdo twr erected 1.0 n mi NE (48° T) at lat 40-58-03, long. 87-09-02. (8-1)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with ** slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. FLD: 156' (962' MSL) lgtd supporting steel microwave twr erected 1.9 n mi WNW (302° T) at lat 41-43-50, long. 86-20-56. (7-3)

TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278kc. Trans and rcvs 118.5, 121.5, 121.9, 126.18, 236.6, 243.0 mc. Rcvs 122.5 mc, 3023.5 kc. Hours opern: 0600-2200. (7-18)

TILDEN-RADIO: See Indianapolis, Ind.

★WEST LAFAYETTE-RADIO: Change name to Lafayette. (8-10)

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

**DES MOINES ARPT: 250' (1067' MSL) unmrkd concrete chimney being erected 5.9 n mi WNW (303° T) at lat 41-35-41, long. 93-42-16.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up of rnwy 12.

★MASON CITY-RADIO: July 24, 243.0 mc cmsnd. (8-14) About Sept. 4, VOR will be shut down until approx Nov. 1.

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft wide.

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30) About Aug 27, VOR/DME will be shut down until approx Sept. 27.(8-17)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. All rnwys under construction. Men, equip. on rnwys, taxiways and ramp all hrs-check latest NOTAMS for rnwy closures.

**VILLISCA-TYLER ARPT: Abandoned. (5-28)

**VINTON-MILROY ARPT: 1398'(2398'MSL) lgtd TV antenna being erected 10 n mi NE (48°T) at lat 42-17-39, long. 91-53-10. (8-13)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W hangars. (6-20)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd.

EMPORIA-RADIO: VOR coverage 200°-270°, 35 n mi to 43 n mi at min en route alt. (5-29)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28)

KANSAS: GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

**HORTON MUN ARPT: Rnwy lgts installed on N/S rnwy. (6-21)

HUTCHINSON-RADIO: July 16, VOR shut down. - modernization.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence southeast along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500 and 5500' MSL. (4-17)

**LEOTI ARPT: Abandoned.

**LIBERAL ARPT: 680' (3504' MSL) lgtd TV twr erected 2.0 n mi E (110° T) at lat 37-02-09, long. 100-54-36. (6-29) 100' lgtd oil derrick erected between intsxn of the two N/S rnwys and the two NW/SE rnwys. NW/SE and N/S rnwys clsd to tfc.

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

**PRATT ARPT: 251' (2201' MSL) lgtd rdo antenna erected 2.5 n mi SSE (153° T) at lat 37-39-35, long. 98-43-00. (8-1)

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only. 105' (1211' MSL) lgtd water storage tank erected 2.2 n mi SSE at lat 39-01-40, long. 95-37-00. (8-6)

WICHITA ARPT: Mowing equip. on fld - days. Acft ramain on concrete area. Sod unsafe.

WICHITA-BEECH AEPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell tower is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Apch Control for traffic clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or range voice channels. (8-20)

KENTUCKY: CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

★FORT KNOX-RADIO: USAF H fac class changed to MH. (8-6)

GILBERTSVILLE-KENTUCKY DAM STATE PART ARPT: 540' (1040' MSL) lgtd antenna twr being erected 10 n mi S (170° T) at lat 36-50-27, long. 88-15-27. (8-15)

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to nangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shutdown. (6-18) About Aug 22, ASR will be cmsnd. Transmits: 317 kc; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0 mc. (8-1) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt system shut down for rnwy extension. Const equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman Fld. Const E end rnwy 24. Const. work begins at ends of rnwys 6, 11 and 29. (6-14)

KENTUCKY: ★PADUCAH-RADIO: Aug 7, trans 122.2 mc cmsnd. VOR has moderate bends in NE quad.

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. MSL.

LOUISIANA: **ALEXANDRIA-ARPT: Permanently Closed.

**BATON ROUGE-DOWNTOWN ARPT: 30' poles installed approx 35' N of N bndry. Fld clsd intermittently Sept. 2 - 0700C-1930C-model airplane show-mrkd with white cross during closure.

★BATON ROUGE-RYAN ARPT-TOWER: ILS BC-restricted. FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts.

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags.

DeRIDDER-BEAUREGARD PARISH: 153' (450'MSL) lgtd twr being erected 18 n mi S (185°T) at lat 31-08-24, long 93-17-38.

**FRANKLINTON-GREEN ARPT: Perm closed.

**HOWARD-KELLY ARPT: Perm closed.

**JACKSON-HOLLOWAY ARPT: Perm closed.

**LAKE ARTHUR ARPT: Perm closed.

**LONGVILLE ARPT: 188' (270' MSL) lgtd twr erected 4.5 n mi SE (122°T), at lat 30-33-54, long 93-08-55.

MANY-HART ARPT: Use with caution.

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'.

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. Soon VOR will be shut down until approx Sept. 13.

**MORGAN CITY-BROWN & ROOT ARPT: Permanently closed.

**NEW IBERIA-IBERIA PARISH ARPT: 305' (325'MSL) lgtd rdo twr erected 4.5 n mi ESE (116°T) at lat 30-01-41, long. 91-49-28.

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 5, freq 384.6 mc will be discontinued. Request UHF-equipped acft contact New Orleans Center on 274.3, 301.4, 310.4 or 317.5 mc.

NEW ORLEANS ARPT: Heavy aircraft use runways only. Light aircraft take-off on rnwys. Aircraft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down until approx October 6 -relctn. FLD: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

**VINTON-BREAUX ARPT: Permanently closed.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop.

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route alt. DME coverage 235°-260°, 35 n mi at 2500'.

**BOOTHBAY-HARBOR FLYING SERVICE SEAPLANE BASE: ABANDONED.

**BROWNVILLE JCT-PRAIRIE ARPT: ABANDONED.

**BRUNSWICH-RIVERSIDE ARPT SEAPLANE BASE: Abandoned.

**CHINA SEAPLANE BASE: ABANDONED.

**HARRISON-PLEASANT AIR HARBOR: ABANDONED.

★HOULTON-RADIO: July 23, trans and rcvr 243.0 cmsnd.

HOULTON ARPT: Rnwy 1-19 clsd ngt opern. Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894'MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of airport.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

MILLINOCKET ARPT: Apron clsd all operns-const.

**N. WINDHAM-LITTLE SEBAGO SEAPLANE BASE: ABANDONED.

PHILLIPS-PLEASANT VALLEY FARMS: Caution - 300' WSW end of strip under const.

**PORTAGE LAKE SEAPLANE BASE: ABANDONED.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy.

MAINE: New rnwy 11-29 under const.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Drag races will be held 0800-1700 on the following dates: August 19, September 9, 23, October 7

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Pilots use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CUMBERLAND ARPT: Closed 1300-1800, August 26 - air show.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy, temporarily rescinded.

HAGERSTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution-const extending rnwy 500' at ENE end.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts.

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling any State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. About Aug 27 following ILS components will be cmsnd: lclzr freq, 109.5 mc, with voice. Ident: BED. Lctd 1650' from E end of E/W rnwy. Glide slope freq 332.6 mc, lctd 400' N of centerline and 1350' from apch end of E/W rnwy. FLD: Rnwy 5-23 clsd xcpt for taxiing and parking.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by Civil Aeronautics Regulations 60.2. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution-const. 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L-lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg system rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominantly red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower. About Aug 27, apch lgtg system will be inop for approx 21 days-const.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi.

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 m or less. Hvy jet operns vcnty Otis AFB. Ctc Otis RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.

**LOWELL-SOUTH LOWELL SEAPLANE BASE: ABANDONED.

★MARTHA'S VINEYARD-RADIO: July 25, rcvr 135.9 mc cmsnd.

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle.

ORANGE ARPT: All rnwys clsd on the following Sundays: Aug 19, Sept 16, and October 21 from 1300 to 1800 - fld mrkd.

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

MICHIGAN: **ALPENA-COLLINS ARPT: 208'(7952'MSL) lgtd guyed twr erected 5.5 n mi E (99°T) at lat 45-04-00, long 83-26-00.

★BATTLE CREEK-KELLOGG ARPT-TOWER: Effect. Aug 14, hrs opern cont. FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd.

BIG BEAVER ARPT: E/W rnwy soft-spring thaw. N/S rnwy - emerg. only.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**CHARLOTTE-BEACH ARPT: Two 165'(1048'MSL) unlgtd rdo twrs erected 1.1 n mi SW (240°T) at lat 42-34-00, long 84-51-56.

★DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: Aug 10, trans & rcvr 121.5 mc commissioned.

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft. 12,500 lbs gross and over xcpt on pilots req.

★DETROIT WAYNE MAJOR ARPT-TOWER: Aug 7, trans & rcvr 348.6 mc cmsnd. About Sept. 17, lclzr and glide slope will be shutdown until approx Oct. 20. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion of W ramp and first 500' of rnwy 9L.

**EAST LANSING-DAVIS ARPT: 220'(1080'MSL) lgtd rdo twr erected 5.0 n mi SSE(165°T) at lat 42-43-35, long 84-29-25.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under construction.

**EAST TAWAS-IOSCO COUNTY ARPT: 300'(919'MSL) lgtd guyed twr erected 4.5 n mi SW (222°T) at lat 44-14-30, long 83-33-45.

ESCANABA ARPT: Const W end of E/W rnwy.

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft.

**FRASER-McKINLEY ARPT: 197'(800'MSL) twrs spaced 354' apart erected 4.0 n mi NNW (348°T) at lat 42-3'-27, long 82-58-10.

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

**GRAYLING-McNAMARA ARPT: Open to civilian operations.

**HILLMAN ARPT: Elevation: 850'.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction.

IRON MOUNTAIN-FORD ARPT: N/S rnwy under const.

JACKSON-REYNOLDS ARPT: 306' (1341'MSL) lgtd antenna being erected 10 n mi W(270°T) at lat 42-16-14, long 84-39-23.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW.

L'ANSE-MUZZY'S LODGE ARPT: Closed.

LANSING-RADIO: July 9, VOR shut down until approx September 1.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. About Sept 17, lclzr & glide slope will be shutdown until approximately October 20. FLD: Acft parked W side fld E of apron. A processing seed plant 65'(910'MSL) const 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - construction on fld. Men, equip. on fld. Taxiway under const connecting the camp area to end of rnwy 27.

**LAPEER - DUPONT-LAPEER ARPT: Formerly carried as LAPEER ARPT.

LITCHFIELD-RADIO: Aug 6, VOR/DME shut down until approx Sept 30-modernization.

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy closed.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MARQUETTE-COUNTY ARPT: Closed - construction.

MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank.

MENOMINEE COUNTY ARPT: Closed - construction.

MICHIGAN: MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft.

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge.

SAULT STE MARIE ARPT: Bcn and rnwy lgts inop.

SAULT STE MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri.

**STURGIS-KIRSCH MUN ARPT: 277'(1117'MSL) lgtd microwave twr erected 6.7 n mi SSW (223°T) at lat 41-44-44, long. 85-32-44.

**TAWAS CITY ARPT: Abandoned.

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const - marked.

MINNESOTA: BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long 96-25-30. NW/SE strip 2600' x 200'. Closed all operations.

BENSON ARPT: New fld under const - clsd all operns. Lctn 2.3 s mi NW. Strip 2600' x 200'. Lat 45-20, long 95-39.

CLARISSA ARPT: New fld. Open all operns. Lctn 1.7 s mi SE at lat 46-07, long 94-55. Strip 2500' x 200'.

**CLEVELAND-LAKE JEFFERSON ARPT: Abandoned.

DULUTH-RADIO: July 11, VOR shut down until approximately September 1.

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld-days.

** GRAND MARAIS- SEAGULL SEAPLANE BASE: Abandoned.

GRAND RAPIDS MUN ARPT: N/S rnwy under const. WNW/ESE, NE/SW and side of N/S strips usable with caution.

**HOWARD LAKE-FRANK ARPT: ABANDONED.

**ISLE ARPT: New fld. Type: L. Lat 46-06-03, long 93-27-42. Lctn: 0.5 N. No. of rnwys 1. E/W - 2325' x 160 (turf). No lgtd, storage or fuel.

MANKATO MEMORIAL ARPT: Rnwy lgts inop.

MINNEAPOLIS-ST. PAUL INTERNATIONAL(WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways.

**MONTEREY TRI-MONT ARPT: Abandoned.

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt.

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-const in progress-rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lndgs.

**ST. PAUL-HOLMAN ARPT: 100'(990'MSL) lgtd water tank erected 6.0 n mi SSE(173°T) at lat 44-50-32, long 93-02-04.

**SHERBURN ARPT: Abandoned.

**SILVER LAKE ARPT: 228'(1290'MSL) lgtd guyed rdo twr erected 10.5 n mi SSE(160°T) at lat 44-45-58, long 94-10-10.

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability.

WORTHINGTON ARPT: N/S rnwy clsd - const - machinery on other rnwys.

MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable.

GULFPORT ARPT-TOWER: UHF/DF operd by Air Force from 1200-0600 Aug 12-26. Trans and rcvg 121.5, 126.18, 137.88, 236.6, 243.0 & 121.3 mc. Rcvg 122.5 mcs. FLD: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy overy four minutes. All tfc left, alt 1000'

JACKSON-RADIO: VOR/DME shut-down - modernization.

**JACKSON-HAWKINS ARPT: 259'(549'MSL) lgtd rdo twr erected 3.0 n mi SE(152°T) at lat 32-18-01, long 90-11-03.

MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness and course displacement.

MISSISSIPPI: MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked.
NATCHEZ-ADAMS COUNTY ARPT: About August 22, a 140' (367'MSL) drilling derrick will be erected at lat 31-36, long. 91-17. (7-13)
YAZOO CITY-BARRIER ARPT: Effective August 1, erection begins on 300' (580'MSL) twr 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24. (6-22)
MISSOURI: COLUMBIA-RADIO: Soon, VOR/DME will be shut down until approx Sept. 17.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 acft Mon - Fri. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal landing or take-off. (4-13)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
KANSAS CITY-RADIO: Moderate multiples all courses LFR. (8-17)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution - men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc info prior entering Kansas City control zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and heavy equipment in this area during daylgt hours will be crossing taxiway with trucks and other equipment from the tower bldg S to Braniff hangar - area-mrkd. 55' (976'MSL) lgtd boom on top travelling derrick in opern on new Missouri River Bridge at lat 39-08, long. 94-35. Open trench along N taxiway from term area N to E/W rnwy then W on S side of E/W rnwy and at intsxn of rnwy 35 and 21 - approx length 150'. Open trench 18'' deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip on fld and crossing N taxiway. Effect. August 26, 70' (830'MSL) lgtd pile driving equip will be operating 1400' NE and 400' E of extended centerline of rnwy 18. (8-4)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon - Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
ST. LOUIS-RADIO: About Sept 4, VOR will be shut down until approx Nov 1-modernization.
✈ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: Aug 3, trans and rcvr 132.3 mc discontd. (8-16)
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd Shoulders soft-caution. Rnwy apchs rough and unusable. Grass area closed. (5-25)
ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs-mrkd. Aerobatic area for student training: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (5-4)
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down -relctn.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352° - 20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
BUTTE ARPT: Rnwy 2-20 lgts inop-clsd ngt air carrier operns only. (5-1)
CUT BANK-RADIO: Aug 3, VOR shut down until approx Oct 3. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank. (8-3)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
**DIXON ARPT: Abandoned. (7-23)
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned. (7-18)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Following gross weight restrictions in effect. rnwys 5-23 and 7-25, 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7,25,16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)
MULLAN PASS-RADIO: DME and VOR coverage 300°-240°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
**NINEMILE ARPT: Abandoned. (6-30)
ST. IGNATUIS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BEATRICE-RADIO: Soon, TVOR will be cmsnd. Freq 110.6 mc. Ident "BIE". Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvs 121.5, 122.1 mc. Opers 0700-1900. Operated by State of Nebraska.
CHADRON ARPT, SITE 15, CYS-HON: NNE/SSW rnwy clsd-const. Caution - WNW/ESE rnwy.
KEARNEY-RADIO: Soon, State TVOR will be cmsnd. Freq 111.2 mc. Ident "EAR". Rcvs: 121.5 mc & 122.1 mc. Monitor. category (1), 0700-1900. Monitor category (3) 1900-0700.
LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (7-3)
McCOOK-RADIO: Soon, State owned TVOR will be cmsnd. Freq 110 mc. Ident: MCK. Rcvg: 121.5 mc & 122.1 mc. Monitor. category (1) 0700-1900 and monitoring category (3) 1900-0700. Operates daily 0700-1900.
OMAHA-RADIO: VOR/DME shut down-modernization. (8-16)
OMAHA ARPT: Due to non-visibility twr unable to control traffic on southwest portion W of N/ S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equipment crosses runways, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition operations approximately 7.8 nautical miles north-northwest during day light hours, Monday thru Friday. Area hazardous with a radius of 3000' to an altitude of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S runway closed-construction. Occasional blasting operations rock quarry S edge of arpt. (8-9)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 nautical miles; 90°-125° 26 nautical miles; 125°-170°, 17 nautical miles; 170°-240°, 35 nautical miles; 240°-300°, 17 nautical miles; 300°-360°, 43 nautical miles at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways.
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

NEVADA: LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-RADIO: The Crystal FM on NE course, decmsnd and being relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V 8, V 21Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. (8-16)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Only VOR arwy radials flgt-checked. About Sept 4, VOR will be shut down until approx Nov 4 - modernization. (8-9)

NEW HAMPSHIRE: SPECIAL NOTICE - Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

**FRANKLIN ARPT: Abandoned. (8-6)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

KEENE-RADIO: Soon "Z" marker associated with H fac will be decmsnd. Class: HW.

★LEBANON-RADIO: Trans 255.4 mc cmsnd. (8-14)

NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NASHUA-GATE CITY ARPT: Closed - unsafe for acft. (8-10)

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

★COLT'S NECK-RADIO: Aug 10, VOR ident changed from "OLT" to "COL". (8-10)

★MILLVILLE-RADIO: Trans & rcvr 243.0 mc cmsnd. (8-6)

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (8-20)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

**NEWARK ARPT: 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from

NEW JERSEY: old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**RAHWAY-WESTFIELD: Abandoned.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

★TETERBORO ARPT-TOWER: Aug 15, ILS lclzr freq changed to 109.3 mc; glide path to 332.0 mc. (8-16) About Sept 28, LMM will be cmsnd, with voice. Freq: 326 kc, ident: EB. (8-20) Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. (7-7) Clsd to jet propelled acft xcpt with prior permission of arpt manager.(10-18)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. (7-12)

**WOODBINE ARPT: 304'(311'MSL) twr erected 6.5 n mi SSE(169°T) at lat 39-07-29, long. 74-45-55. 304'(311'MSL) twr erected 6.0 n mi SE(155°T) at lat 39-08-21, long.74-45-29.

★WOODSTOWN-RADIO: Aug 6, trans & rcvr 243.0 mc cmsnd.

NEW MEXICO: CARLSBAD ARPT: Runway work in progress on rnwys 3-21 and 32L-14R. Usable. Open ditches alongside. Flare pots for ngt landing on request. (6-15)

CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 26L-8R clsd to all tfc. (4-30)

FARMINGTON ARPT: Rnwy 6-24 clsd construction. (8-21)

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon - Fri, sunrise-sunset.

**GRANTS ARPT: 149' (6629'MSL) unlgtd twr erected 1.5 n mi ESE (132°T) at lat 35-09, long 107-52. Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

LOVINGTON-LEA COUNTY ARPT: Closed all tfc-due oil drilling. (7-27)

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

SANTA FE (NEW) MUN ARPT: Taxiways to all rnwys xcpt 20 clsd - const. Use rnwys for taxiing. Equip occasionally crossing rnwys 10-28. Flagman at crossing point. Rnwys 15-33 clsd - const. 3000' extension under const at apch end rnwy 2. Additional ramp const in progress adj present ramp and taxiway to rnwy 20. (8-7)

**SHIPROCK ARPT: Formerly carried as Shiprock-Indian Service. (6-23)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK ★ALBANY-RADIO: Trans and rcvr 121.5, 243.0 mc cmsnd. (8-14)

★ALBANY ARPT-TOWER: Trans & rcvr 243.0, 383.8 mc cmsnd. (8-14)

★AMITYVILLE-ZAHNS ARPT: Rgt tfc East and South. (6-21)

★BETHPAGE-GRUMMAN ARPT-TOWER: Effect Aug 13, hrs opern: 0600-1730. Mon thru Sat. (8-9)

**BETHPAGE-GRUMMAN ARPT: Hours of opern: 0600-1730, Mon thru Sat. (8-9)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

**CALVERTON-PECONIC RIVER ARPT: Type: L. Lctn 2.0 W. Elev: 75'. Lngst rnwy & facs: h100-BL6. Remarks: RESTRICTED TO FACTORY USE. (8-15) (See NOTAM on following page.)

NEW YORK CALVERTON-PECONIC RIVER ARPT: Effect Aug 15, hrs of opern will be 0700-2300, Monday thru Saturday. (See NOTAM on previous page.)

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft.

FULTON ARPT: Fld will be clsd 1100-1800 on the following dates: Aug 12, 26; Sept 9, 23-drag races. W end of the E/W rnwy will remain open.

HUGUENOT-RADIO: About Sept 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long 74-35-29. Elev: 1308'MSL. Monitor. category (1). Monitored from Wilkes-Barre-Scranton, Pa. Variation: 11OW.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

ISLIP-MacARTHUR ARPT-TOWER: About Aug 17, ILS will be shut down approx four days modernization.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.

**KEENE-MARCY ARPT: Elevation: 989'. Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, New York, and Newark Arpt, New Jersey.

**NEW YORK-CATER WHITE SEAPLANE BASE: Abandoned.

**NEW YORK-EVERS SEAPLANE BASE: Abandoned.

NEW YORK INTERNATIONAL (IDLEWILD ARPT) - AIR ROUTE TRAFFIC CONTROL CENTER: About September 1, 125.7 mc will be decmsnd.

★NEW YORK INTERNATIONAL(IDLEWILD)ARPT-TOWER: Aug 6, trans & rcvr 285.6, 290.3, 313.4 mc cmsnd. Aug 20, TASR shut down until approx Sept 10-modernization. FLD: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr-highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution-taxiway A- acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail taxiing only. (4-2) Taxiway H now in opern. (4-12) New extension taxiway temp LL from rnwy 13L-31R to taxiway A open for full opern. Lgt ngt. Temp taxiway LL extended from taxiway A to taxiway B open for use. Mrkd by delineators. Caution - shoulders unstable. Follow centerline to taxiways.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 27, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft. General trucking, 40' crane, men, equip operg along inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd flags-days and lgtd ngts. Equip parked 250' from center line of rnwys when not in use.

**NEW YORK-ROCKAWAY ARPT: Right traffic N, NE, E, SE.

NEW YORK NEW YORK STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing.

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant.

★NIAGARA FALLS ARPT-TOWER: Lclzr freq changed to 110.1, glide slope to 334.4 mc. FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S.

OGDENSBURG ARPT: E/W rnwy clsd - construction.

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'.

PLATTSBURG MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

**PRATTSVILLE ARPT: Abandoned.

ROCHESTER ARPT-TOWER: About Sept 17, ILS will be shut down until approx Sept 20-freq change: lclzr from 108.3mc to 109.5mc, glide slope from 335 mc to 332.6 mc.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in area S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less then 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with control tower.

ROME-GRIFFIS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet interceptor acft using left hand pat at 1878' MSL.

**SELKIRK ARPT: Abandoned.

SPITFIRE LAKE: Closed seaplane operns - except emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800'. Apch lgts inoperative.

**TARRYTOWN SEAPLANE BASE: Abandoned.

UPPER ST. REGIS LAKE: Closed seaplane operns except emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

**VICTOR-FARMINGTON ARPT: Abandoned.

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt.

WHITE PLAINS-WESTCHESTER CO. ARPT-TOWER: About Sept 4, ILS will be shut down until approx Sept. 7. Lclzr freq will be changed from 108.1 mc to 109.7 mc; glide slope from 334.4 mc to 332.2 mc. FLD: 1st 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

**YONKERS SEAPLANE BASE: Abandoned.

NORTH CAROLINA: **CHARLOTTE-DOUGLAS ARPT: Rnwy 11-29 clsd perm to all acft over 30,000 lbs gross wt.

**ELKIN ARPT: Abandoned.

[redacted]: GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° not usable acct excessive roughness & bends.
GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down - relctn. Glide slope flyable to 20' above ruwy. No touchdown point. (7-17)
HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends.
**HICKORY ARPT: 210' (1610' MSL) lgtd rdo twr being erected 5.1 n mi SE (143°T) at lat 35-42-40, long. 81-18-05. (7-24)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.
NORTH CAROLINA COAST-WARNING AREA: Effect. August 31, Warning Area-(W-72) will be revised as follows: Description: Beginning at lat 36-00-00, long. 75-34-30; thence east to lat 36-00-00, long. 73-00-00; thence southerly to lat 35-07-00, long. 73-09-00; thence southwesterly to lat 34-52-00, long. 73-16-00; thence southwest to lat 34-35-00, long. 73-43-00; thence northwest to lat 35-56-40, long. 75-32-40; thence northwesterly 3 n miles from and parallel to the U.S. shoreline to lat 36-00-00, long. 75-34-30; to the point of beginning.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 80°-100°, 125°-145°, 175°-290° unusable acct excessive roughness and bends.
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'.
SALISBURY ARPT: Boundary lgts inoperative. (2-16)
✱WILMINGTON-RADIO: Trans & rcvr 243.0 mc cmsnd. (8-14) VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
✱WILMINGTON-NEW HANOVER COUNTRY ARPT-TOWER: Trans & rcvr 243.0, 257.8 mc cmsnd. (8-14) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)
**WINSTON SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm clsd. (6-22)
NORTH DAKOTA: ANTELOPE: About Sept 6 erection will begin of a 200' (2677' MSL) lgtd temp telco test twr at lat 46-44-09, long. 102-06-27. Dismantling will start about Sept 20. (8-6)
BISMARCK: Soon, erection will begin on a 200' (2101' MSL) lgtd temp test twr at lat 46-49-32, long 100-46-00. Dismantling will start about Sept. 10. (8-6)
**BRADDOCK-RAMBOUGH ARPT: Abandoned. (7-24)
**BUTTE-AIR VALLEY ARPT: Abandoned. (7-24)
DICKINSON-RADIO: About Sept 4, VOR will be shut down until approx Nov. 1.
DICKINSON: About Sept 12, erection will begin of a 200' (2830' MSL) lgtd telco test twr at lat 46-53-23, long 102-39-42. Dismantling will start about Sept. 26. (8-6)
** FLD: 621' (3556' MSL) lgtd guyed TV twr erected 6.0 n mi SSW (228°T) at lat 46-43-30, long. 102-54-58. (7-2)
DRISCOLL: A 200' (2160') lgtd test twr has been erected at lat 46-47-00, long 100-09-55. Dismantling will start about Sept. 3. (8- 7)
**EDGELEY ARPT: Abandoned. (7-24)
FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)
**FORMAN ARPT: Abandoned. (7-24)
FRYBURG: About Sept 6, erection will begin of a 200' (3065' MSL) lgtd temp telco test twr at lat 46-53-19, long. 103-19-37. Dismantling will start about Sept 30. (8-6)
**GRAND FORKS INTERNATIONAL ARPT: 264' (1096' MSL) rdo twr erected 3.2 n mi NE (66°T) at lat 47-57-52, long. 97-01-48.
**HAZEN ARPT: Abandoned. (7-24)
**HILLSBORO-EIDUM ARPT: Abandoned. (7-24)
JAMESTOWN-RADIO: July 13, VOR/DME shut down until approx Sept 16. Disregard spurious signals. (7-16)
JAMESTOWN ARPT: A 200' (1945' MSL) lgtd temp telco test twr erected approx. 20 mi WNW at lat 47-04-55, long 99-03-04, has been dismantled. (8-4)
MADDOCK ARPT: Closed-construction. (6-10)
**McCLUSKY-BECK ARPT: Abandoned. (7-24)
[redacted]: **MENOKEN-DUTTON ARPT: Abandoned. (7-24)
**MILNOR ARPT: Abandoned. (7-24)
✱MINOT-RADIO: Aug 6, trans & rcvr 243.0 mc cmsnd. VOR shut down until approx Sept 1, modernization. (7-31)
NEW SALEM: Soon erection will start on a 200' (2588' MSL) lgtd temp telco test twr at lat 46-47-00, long. 101-24-10. Dismantling will begin about Sept. 14. (8-6)
**OAKES-DITCH ARPT: Abandoned. (7-24)
SENTINEL BUTTE: About Sept 23, erection will begin of a 200' (3600' MSL) lgtd temp telco test twr at lat 46-52-05, long 103-50-02. Dismantling will start about Oct. 7. (8-6)
**STERLING-APPLE CREEK ARPT: Abandoned. (7-24)
TAPPEN: 200' (2199' MSL) lgtd temp test twr has been erected at lat 46-58-06, long. 99-37-10. Dismantling will start about Aug. 29. (8-5)
URBANA: A 150' (1642' MSL) lgtd temp telco test twr erected at lat 46-53-40, long 98-25-00, has been dismantled. (8-2)
**WARWICK- CAMPBELL ARPT: Abandoned. (7-24)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. Rnwy 6-24 clsd-const. (8-17)
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic -- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Closed until Sept 1, 1956- const. (4-12)
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas, flagged and lgtd. (3-23)
**CINCINNATI-LINDON AIR HARBOR SEAPLANE BASE: Abandoned. (7-16)
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
✱CLEVELAND-HOPKINS ARPT-TOWER: ILS glide slope relocated 1136' from SW end and 500' NW of centerline rnwy 5 L. (7-30) FLD: Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const. of N concourse in progress 800' N from main terminal. (5-17)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only-steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.
COLUMBUS-RADIO: VOR shut down - relctn. VOR will be relctd to Appleton, Ohio at lat 40-09-04, long. 82-35-23. (7-5)
**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules -- Take Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules-Take offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in apch is used maintain 2,000' MSL as soon as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)

OHIO: ★DAYTON ARPT-TOWER: Aug 17, 120.7 changed to 119.5 mc. FLD: Caution when apchg arpt as iluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxi strip. (5-2)
DAYTON-MONTGOMERY COUNTY ARPT: Closed-const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd.
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Caution-grading on N side of E/W rnwy. Equip on fld. (7-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
PORT CLINTON ARPT: Sod areas usable, rough. Caution-land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)
PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution-controlled jet tfc operg off fld. (9-29)
TOLEDO MUN ARPT: Use rnwys and taxiways only Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WOOSTER ARPT: NE/SW rnwy clsd-const. (12-3)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° ** below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. Two 56' lgtd rdo antenna twrs erected 1630' E of apch end rnwy 23 and 2805' E of apch end rnwy 32.
ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.
OKLAHOMA: **ADA-MYERS ARPT: Abandoned. (7-30)
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd.
GAGE ARPT SITE #13, AMA-MKC: NE/SW rnwy closed to aircarrier and ngt operns.
**GUTHRIE ARPT: 205' (1305'MSL) lgtd rdo twr erected 9 n mi E (95°T) at lat 35-46-04, long. 97-14-44. (8-2)
HOBART ARPT: Rnwys 17 and 35 clsd-resurfacing. Caution-men, equip on fld. (7-12)
**KINGSTON-CANEY CREEK ARPT: Reinstated. Type: L. Lctn: 4.3 SSE; 1k S. Elev: 661'. No. of rnwys: 1. Lngst rnwy & facs: 21. Remarks: Soft when wet.
LAWTON-RADIO: About Sept 5, VOR will be shut down until approx Oct 5- modernization.
MANGUM-PONDER ARPT: Closed. (3-2)
McALESTER-RADIO: June 18, VOR shut down until approx Aug 18. (6-18)
**OKLAHOMA CITY-WILL ROGERS ARPT: 200' (1500') MSL lgtd micro-wave twr erected 9 n mi ESE (110°T) at lat 35-22-06, long. 97-26-32. Bcn has been relctd from W side of fld to atop ctl tower on E side of fld.
**PHAROAH-TRI CITY ARPK: Abandoned. (7-23)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous acct deep holes.
STILLWATER-SEARCY ARPT-SPECIAL NOTICE: Use extreme caution Sept. 2-0900-1800; Sept 3- 0800-1800 sports car and auto acceleration tests and speed runs will be conducted on rnwys.
**STILLWATER-SEARCY ARPT: 300' (1380'MSL) lgtd rdo twr erected 5.7 n mi SSW (202°T) at lat 36-03-45, long. 97-08-35.
**STROUD ARPT: 204' (1224'MSL) lgtd rdo twr erected 7 n mi W (275°T) at lat 35-49-04, long. 96-48-17.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy 3R-21L daylgt hrs only. Rnwy lgts inop.

OREGON: AURORA FLIGHT STRIP: Auto drag races will be conducted on the following dates: Aug 26; Sept 16, 30. (6-26)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
CASCADE LOCKS-STEVENSON ARPT: Caution-paving of rnwy. (6-8)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution.
EUGENE-MAHLON-SWEET ARPT: Half of taxiway 12 from Administration Bldg to SE end of fld clsd-hazard mrkd.
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; E-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'.
KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36- max height 45'. Caution-equip crossing rnwys. (5-24)
LAPINE ARPT: Caution-const. (6-8)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: Caution-const. (6-8)
PORTLAND-RADIO: About Sept 10, VOR will be shut down until approx Oct 5. During this period the following arwys will not be usable: V-23 Eugene-Toledo Int; V-23W Sauvies "H" - Toledo Int; V-112, 182 Portland-The Dalles. DME unmonitored and without ident.
PORTLAND INTN'L ARPT: All inbnd acft equipped with appropriate multiple rdo freq shall make initial contact with Portland Apch Ctl on 118.1 mc regardless of weather. Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld.
THE DALLES-RADIO: Aug 6, VOR shut down until approx Sept 9-upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable; V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (8-6)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys-hazardous.
TROUTDALE ARPT: Use rnwys and taxiways only- sink holes developing in grass area.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees, p-line between MM and rnwy 6. (5-18)
BRISTOL-3M AIRPORT: Caution-const equip on S apch N/S rnwy-hazardous.

PENNSYLVANIA: BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily, Mon-Fri, 0800-1700. N boundary - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00, W-long. 77-49-00.
CLEARFIELD ARPT: Closed. (22-2)
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed.
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.
**LANCASTER ARPT: Formerly Lancaster Municipal.
**MT. JOY-DONEGAL ARPT: Elev: 459'.
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)
PHILADELPHIA-SPECIAL NOTICE: Acft avoid flying over Playhouse and Robinhood Dell in Fairmount Park section between hours 1330 and 2230 - music festivals. (7-9) Municipal Stadium will be floodlighted 1900E-2230E August 24, DO NOT mistake floods for NAVAIDS.
★PHILADELPHIA INTERNATIONAL ARPT-TOWER: About Sept. 5, ILS will be shut down until approx Sept. 12. Lclzr freq will be changed from 108.1 mc to 109.3 mc. glide slope from 334.4 mc to 332.0 mc. Glide slope will be relctd. (8-3) Aug 15, trans and rcvr 312.6 mc cmsnd as departure control freq. (8-18) FLD: Twr unable to observe NE ramp of Altantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35 - mrkd days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail., load and unload stops at Pier C, only avail. for 3 min. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10.
PHILIPSBURG-RADIO: Soon, VOR/DME will be shut down until approx Sept. 17 - modernization and installation of TACAN.
PHILIPSBURG-ALBERT ARPT: Closed.
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189.
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' by 100' open for daylight opern only, with yellow rnwy edge lines. Rnwy 12-30, 3800' by 100' has yellow rnwy edge lines and green threshold lgts both ends ngt operns. Men and equip. working S rnwy 9-27 entire length and along edges and ends other rnwys and taxi strips. Two-ft trenches lctd 5 to 30 ft from edges and ends all rnwys & taxi strips. Taxi strip S rnwy 9-27, W rnwy 12-30 open, unlgtd, unmrkd. Due to non-visibility twr unable to ctl tfc taxi strip leading to rnwy 5, first 300' apch end rnwy 5 and last half-mile final apch to rnwy 5.
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil aircarrier tfc. Steep dropping on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7)
★POTTSTOWN-RADIO: Aug 7, VOR operg test basis. Freq: 110.8 mc. Ident: PTW. Lctd at lat 40-13-19, long. 75-33-39. Elev: 285' MSL. Monitoring category (1). Class: BVOR. Voice and monitoring from N. Philadelphia INSACS. Var: 8° 55' W. (8-7)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Clsd to transient acft.
Rhode Island: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-engine and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans military acft practice operns prohibited.
South Carolina: BLACKSBURG BEACON SITE 18, ATL-LGA: Effective Aug 31, beacon will be discontd. (8-6)
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
★CHARLESTON-RADIO: Aug 14, 305.4 mc cmsnd UHF/DF. VOR max usable dist at MIN 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at MEA in all azimuths.
CHARLESTON-AFB/MUNICIPAL ARPT: Soft dirt threshold rnwy 3-21. (7-11)
**CLEMSON ARPT: Abandoned.
FLORENCE-RADIO: VOR radials 220°thru 265° unusable. Temp MEA Columbia to Florence via V-56, 4000'. (4-10)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, and all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB.
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.
MYRTLE BEACH ARPT: N/S rnwy clsd - const. Ctc MYR rdo for lndg conditions.
NICHOLS ARPT: Caution - const. (2-24)
South Dakota: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
**HURON-HOWES ARPT: 188' (1488' MSL) grain elevator erected 2700' S and 1600' E of extended centerline N/S rnwy at lat 44-22-25, long. 98-14-00. Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
LEMMON ARPT: NW/SE rnwy under const.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd - const.
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mile S.
WATERTOWN-RADIO: July 9, VOR shut down until approx Sept. 1 - modernization.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
**BRISTOL-TRI-CITY ARPT: 120' (4360' MSL) lgtd rdo twr erected 14 n mi E (100° T) at lat 36-26-57, long. 82-06-31.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples.
DYERSBURG-ARPT: Rnwy lgts inop.
★KNOXVILLE-RADIO: Aug 14, UHF/DF trans and rcvr 305.4 mc cmsnd. LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

[redacted]: MEMPHIS-RADIO: About Aug. 27, VOR will be shut down until Sept 27 - modernization. (6-8)

✱MEMPHIS-AIR ROUTE TRAFFIC CONTROL CENTER: Change freq 318.0 tc 318.2 mc. This corrects AIRGI Vol. II, No. II. (8-17)

✱MEMPHIS ARPT-TOWER: Aug 15, trans and rcvr 340.6 mc cmsnd.

✱NASHVILLE-RADIO: VOR courses clockwise 060°-120° not usable beyond 15 n mi. Courses clockwise 210°-250° unusable. VOR/DME signal coverage clockwise 270°-180° from stn 43 n mi. Coverage clockwise 180°-270° from stn 35 n mi at MEA. (7-23) Aug 17, Fairview FM on SW course LFR decmsnd.

NASHVILLE-BERRY FLD: About Aug 13, erection will begin on 1380' (2049'MSL) lgtd rdo twr 6.6 n mi NW at lat 36-08-50, long. 86-49-53. (7-16) Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. Temp. 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33.

VESTA BEACON SITE #1, BNA-DCA: Effect. Aug 31, bcn will be discontd. (8-6)

[redacted]: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping. (1-20)

✱ABILENE MUNICIPAL ARPT-TOWER: Aug 7, trans & rcvr 363.8 mc cmsnd.

ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

**ALICE ARPT: 196' lgtd rdo twr erected 6.9 n mi S (199°T) at lat 27-38-09, long. 98-05-42. Bndry lgts rnwy 13-31 unreliable. (5-28)

**ALPINE-ALTUDA RANCH ARPT: Delete from records.

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-RADIO: About Sept 5, VOR will be shut down until approx Oct 5 -modernization.

AUSTIN-MUELLER ARPT-TOWER: About Sept 1, ILS MM will be shut down for several months. (8-1) FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop.

BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)

**BAKERSFIELD ARPT: Delete from records. (8-17)

**BAKERSFIELD-LIGON RANCH ARPT: Abandoned. (6-4)

BEAUMONT-JEFFERSON COUNTY ARPT: ILS lclzr ant. shelter 12' high 2700' E centerline apch end rnwy 29 and glide slope bldg 15' high 400' W of centerline rnwy 11-29 and 1000' from apch end rnwy 11 under const -unlgtd. (7-6) 223' MSL lgtd drilling platform being erected 26 n mi SSW (195°T), at lat 29-33, long. 94-12.

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 5000' MSL 260°-300°.

**BORGER ARPT: 66' lgtd oil drilling derrick erected 935' N of arpt.

BROWNSVILLE-MAULDIN MUN ARPT: 165' (187'MSL) lgtd temp derrick erected 2.1 n mi WNW (305°T) at lat 25-58-00, long. 97-33-00.

**BROWNWOOD-GAINES LODGE ARPT: Elev: 1435'. (7-18)

**CANDELARIA-HOWARD ARPT: Formerly carried as Candelaria Arpt. (6-2)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. About Oct 3, VOR will be shut down until approx Nov 3 - modernization. (8-2)

✱COLLEGE STATION-EASTERWOOD ARPT-TOWER: Aug 3, trans and rcvr 151.56 mc discontd. (8-16)

**CRYSTAL CITY ARPT: Abandoned. (8-17)

✱DALLAS-LOVE FLD-TOWER: Trans and rcvr 312.6 and 290.3 mc cmsnd. (8-1) FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius. Formation take-offs not permitted. Extensive pipeline const in progress vcnty of S end of N/S rnwy. 35' crane and ditchdigging equip in opern days. While ditch is open in line with S end rnwy will be clsd to N lndgs, S take-offs of all acft 12,500 lbs or more and all military acft xcpt liaison types. Taxiway serving S end of rnwy will be clsd at intervals. Hazard mrkd and lgtd-caution advised. (7-17)

**DELL CITY-PAULEY ARPT: Delete from records. (8-17)

**DRYDEN-KERR RANCH: Delete from records. (8-17)

**EDCOUCH-WALKER ARPT: 196' lgtd rdo twr erected 4.0 n mi SE (139°T) at lat 26-16-42, long. 97-54-40.

[redacted]: **EDINBURG-MOORE ARPT: 176' lgtd rdo twr erected 6.2 n mi N (11°T) at lat 26-33-00, long. 98-06-30.

**ELENA-HUMBLE KELSEY ARPT: 196' lgtd rdo twr erected 16.9 n mi NE (63°T) at lat 26-55-07, long. 98-08-04. (7-24)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500';265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1)

**ESPERANZA FLD: Delete from records. (8-17)

**FALCON-UTAH ARPT: Abandoned. (6-9)

**FALFURRIAS-BROOKS COUNTY ARPT: 216' lgtd rdo twr erected 4.2 n mi NNW (359°T) at lat 27-17-14, long. 98-07-13. 200' (320'MSL) lgtd rdo twr erected 17 n mi S (184°T) at lat 26-55-12, long. 98-08-04. (6-25)

**FT. STOCKTON-ALLISON HDQRS RANCH ARPT: Delete from records. (8-17)

**FT. STOCKTON-ELSENORE RANCH ARPT: Delete from records. (8-17)

**FT. STOCKTON-PUCKETT RANCH ARPT: Delete from records. (8-17)

**FT. STOCKTON-RACHEL RANCH ARPT: Delete from records. (8-17)

**FT. STOCKTON-WIN FLD: Delete from records. (8-17)

FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)

✱FT. WORTH-AIR ROUTE TRAFFIC CONTROL CENTER: Aug 16, trans and rcvr 379.1 mc cmsnd.

**FT. WORTH-CONN ARPT: Abandoned. (6-4)

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgtd and bcn inop. (6-5)

**GONZALES ARPT: New fld. Type: P. Lat 29-32, long. 97-28. Lctn: 0.5 NE. Elev: 350' No. of rnwys: 1. Lngst rnwy & facs: 33-S3. Fuel: F1. Remarks: Caution-when wet.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

HARLINGEN-RICHARDS ARPT: 165' (205'MSL) lgtd temp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long. 97-46-45.

**HEREFORD- PAETZOLD ARPT: New fld. Type: P. Lctn: 1 mi SE. Elev: 3808'. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3. (4-28)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radial 306° unreliable; radials 120° thru 140° unusable acct scalloping and bends. (5-22) Soon VOR/DME will be shut down until approx Sept 10. Freq will be changed from 114.1 mc to 115.9 mc. (7-18)

HOUSTON-GULF COAST ARPT: Closed. (7-1)

**HOUSTON-INTERNATIONAL ARPT: 300' (339'MSL) lgtd stack erected 4.0 n mi NNW(354°T) at lat 29-43-27, long. 95-16-00. (6-22) Caution-aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement (5-15)

HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S and E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable. (6-1)

**HOUSTON-SKY RANCH ARPT: Abandoned. (8-3)

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

**KENT-FOSTER HDQRS RANCH ARPT: Delete from records. (8-17)

**KENT-NEVELL HDQRS RANCH ARPT: Delete from records. (8-17)

TEXAS: **KENT-NEVELL #2 ARPT: Delete from records.
KERMIT-ROBINSON ARPT: Closed due to oil well drilling.
LA PORT ARPT: 136' unlgtd (161'MSL) derrick being erected 2.5 n mi S (163°T) at lat 29-37-55, long 95-02-54.
**LONGFELLOW-COX RANCH: Delete from records.
**LONGFELLOW-WEST PYLE RANCH: Delete from records.
**LONGFELLOW-YOAS RANCH: Delete from records.
**LONGVIEW-GREGG COUNTY ARPT: 95' lgtd drill rig erected 1/4 mi NNE.
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700';305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
**MARATHON-COX HEADQUARTERS RANCH: Delete from records.
**MARATHON-DUGOUT MOUNTAIN ARPT: ABANDONED.
MARFA-RADIO: About Sept 5, VOR will be shut down until approx Oct 5-modernization.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically day-lgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority.
McALLEN -MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs.
McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.
MIDLAND ARP'K: Mil student flying restricted from use of N/S rnwy.
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi arom 0°-95° at 2300'MSL.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed.
**ORLA-TEX-LINE ARPT: Delete from records.
PALACIOS-RADIO: VOR shut down.
**PINE SPRINGS-McCOMB'S FLD #1: Delete from records.
**PINE SPRINGS-McCOMBS ARPT # 2: Delete from records.
PORT ISABEL ARPT: Closed all operations - construction.
**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried as Rio Grande Arpt). Type: P. Lngst rnwy & facs: 23-S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.
**ROBSTOWN ARPT: 176' lgtd rdo twr erected 4.9 n mi SE (154°T) at lat 27-43-28, long 97-39-59.
**ROBSTOWN-NUECES COUNTY ARPT: Formerly carried as Robstown Arpk.
ROCKDALE-COFFIELD ARPT: Closed - resurfacing rnwys.
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice.
★SALT FLAT-RADIO: Aug 8, VOR freq changed to 113.0 mc. VOR radials 25° clockwise thru 45° unusable beyond 35 n mi. DME coverage 25° thru 45,, 35 n mi at 10,000'MSL.
★SAN ANTONIO INTERNATIONAL ARPT-TOWER: August 2, trans 381.4 mc cmsnd.
**SAN ANTONIO-STINSON ARPT: 194' (794'MSL) lgtd rdo twr erected 3.1 n mi NNW(343°T) at lat 29-23-33, long 98-29-22.
**SANDERSON ARPT: Delete from records.
**SANDERSON-BIG CANYON RANCH ARPT: Delete from records.
**SANDERSON-COATES HQ. ARPT: Delete from records.
**SANDERSON-C. C. MITCHELL RANCH ARPT: Delete from records.
**SANDERSON-J. C. MITCHELL RANCH ARPT: Delete from records.
SAN MARCOS ARPT: NE/SW strip ruf - caution.
**SARAGOSA-ROWE FARM ARPT: Delete from records.
SHAMROCK ARPT: Bcn and rnwy lgts inop.
SINTON ARPT # 1: 126' lgtd derrick erected 2500' N of E/W rnwy.
**SPOFFORD-JAMESON RANCH ARPT: Formerly carried as Spofford, Flying X Ranch Arpt.
**SUDAN MUN ARPT: Abandoned.
SULPHUR SPRINGS-RADIO: June 25, VOR shut down until approx Aug 27. During shut-down, MEA Texarkana to Dallas via V-16 will be 3800'.
**TERLINGUA-MENCHIN RANCH ARPT: Abandoned.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
**TOYAH-BURCHARD ARPT: Delete from records.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution.
**VAN HORN-GIFFORD HILL ARPT: Delete from records.
**VAN HORN-MUNN BROTHERS RANCH ARPT: Delete from records.
**VAN HORN-WALKER WELLS RANCH ARPT: Delete from records.

TEXAS: **VICTORIA-COUNTY ARPT: 107'(227'MSL) lgtd oil well derrick being constructed 1.5 n mi SE(145°T) at lat 28-46-50, long 97-05-40. 289'(363'MSL) rdo twr erected 7.1 n mi E (100°T) at lat 28-46-01, long 96-58-54.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WACO ARPT-TOWER: About Sept 1, apch ctl freq 317.8 mc will be changed to 260.6 mc.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
**DRAGERTON ARPT: Abandoned.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350° -30° and 180°-220°, 25 n mi.
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.
MILFORD ARPT: All rnwys clsd - resurfacing.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL. 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL.
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi, 40° thru 50°, 30 n mi, 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course rufness exists over mountain ridges N thru E between 15 and 20 n mi.
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime(tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Ctn-500' extn S end rnwy 35 under const, men, equip on fld.
BRISTOL ARPT: E/W rnwy closed, obstn.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.
BURLINGTON ARPT: Rnwy resealing in progress. Men, equip on field-days.
**ST. ALBANS-POINT HILL ARPT: Abandoned.
VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information.
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
★FLAT ROCK-RADIO: Trans and rcvr 243.0 mc cmsnd.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg, W. Va.
GORDONSVILLE-RADIO: VOR has rufness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 n mi MEA.
LEESBURG ARPT: New 3500' E/W strip closed - old strip flying parallel and S will be available - 2200'.
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.

[redacted]: NORFOLK-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 6, 263.0 mc will be decmsnd and 269.4 mc cmsnd. (8-17)
NORFOLK ARPT-TOWER: About Aug 24, TASR will be cmsnd. Transmits & receives: 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 135.9, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4 & 348.6 mc. Also transmits 135.0 mc. (8-17)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi engine executive and non-scheduled acft. (9-15)
**ROANOKE MUN/WOODRUM FLD: 200' lgtd twr erected 5.1 n mi SW (235°T) at lat 37-16-21, long. 80-04-52. (7-25) Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution.
WEST POINT ARPT: Caution-men, equip on rnwys 0730-1630 daily xcpt Sat and Sun.
WILLIAMSBURG-SPECIAL NOTICE: After 0730 daily avoid flying within a 5 mile radius of lat 37-16, long. 76-43 - concerts.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc.
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 closed to all Naval acft.
**CONNELL ARPT: All strips clsd perm xcpt N/S strip. (7-21)
DEER PARK ARPT: E/W rnwy closed on alternate Sundays-drag races. (4-9)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown, prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.
PULLMAN-MOSCOW ARPT: Closed to night operns. (6-15)
**QUINCY-QUINCY VALLEY ARPT: New fld. Type: P. Lat 47-14, long. 119-54. Lctn: 2.0 SE. Elev: 1300'. No. of rnwys: 1 - E/W - 300' x 2400' turf. Fuel: F2. Remarks: 30' p-line across W end, sprinkle pipes on strip, low bldg off S edge. (8-13)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2000' vertical separation above 29,000'. (3-15)
**SEATTLE-BOEING FLD: All multi eng acft use main rnwy. Two-way rdo equipped, med type, single eng acft may use main rnwy on request, PROVIDED local tfc permits. Single engine acft with retractable landing gear drop landing gear prior to entering traffic pattern. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main runway. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward tower. Hvy acft make tfc pat W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip working on N 5000' of main rnwy. Crew in rdo ctc with twr-caution. W side taxiway clsd to tfc until approx Sept. 29.
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Soft dirt along both sides and N end N 1000' rnwy 16-34. Rnwys 7-25 and 11-29 closed.

WASHINGTON: Rnwy 7-25 will be redesignated as E/W taxiway. S taxiway from rnwy 7 to rnwy 34 will be closed to all 4-eng acft. Radiosonde balloon being released at approx 0300Z 0900Z 1500Z and 2100Z daily- actual release time will be broadcast by Seattle rdo.
★SHELTON-RADIO: June 21, Z marker associated with H fac changed to low powered FM. Class: HW. (8-16)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (6-25)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (7-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip on fld-marked.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.
**PETERSBURG ARPT: 285' lgtd rdo twr erected 7.5 n mi NE (64°T) at lat 39-03-06, long. 79-00-16.

WISCONSIN: **BEAVER DAM SEAPLANE BASE: Abandoned. (7-30)
EAU CLAIRE-RADIO: Aug 7, VOR shut down until approx Sept. 30-modernization. (8-8)
★GRANTSBURG-RADIO: Trans 255.4, 243.0 mc and rcvr 243.0 mc cmsnd.
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn.
LONE ROCK-RADIO: July 9, VOR shut down until approx Sept. 1- modernization. (7-17)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Administration bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-mrkd with yellow barricades and flares ngts. (4-23)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
**MILWAUKEE-MAITLAND FLD: Abandoned.
**MILWAUKEE SEAPLANE BASE: Abandoned. (7-16)
**STOUGHTON-NELSON ARPT: Abandoned.

WYOMING: ★CASPER-NATRONA CO. ARPT-TOWER: Effect. Aug 12, hrs opern: 0700-2300. ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29) Rnwy 12-30 clsd. Acft to be parked on rnwy. (6-7)
CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24) Apron adj term bldg clsd-const. Men, equip on fld-days. (7-14)
**GILLETTE ARPK: Abandoned. (8-3)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end north/south strip soft- closed to heavy aircraft.

WYOMING: JACKSON ARPT: E/W rnwy closed-fence const across rnwy just W of N/S rnwy Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd-const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)

KEMMERER ARPT: Caution-reseeded and soft. (6-22)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM .LFR.

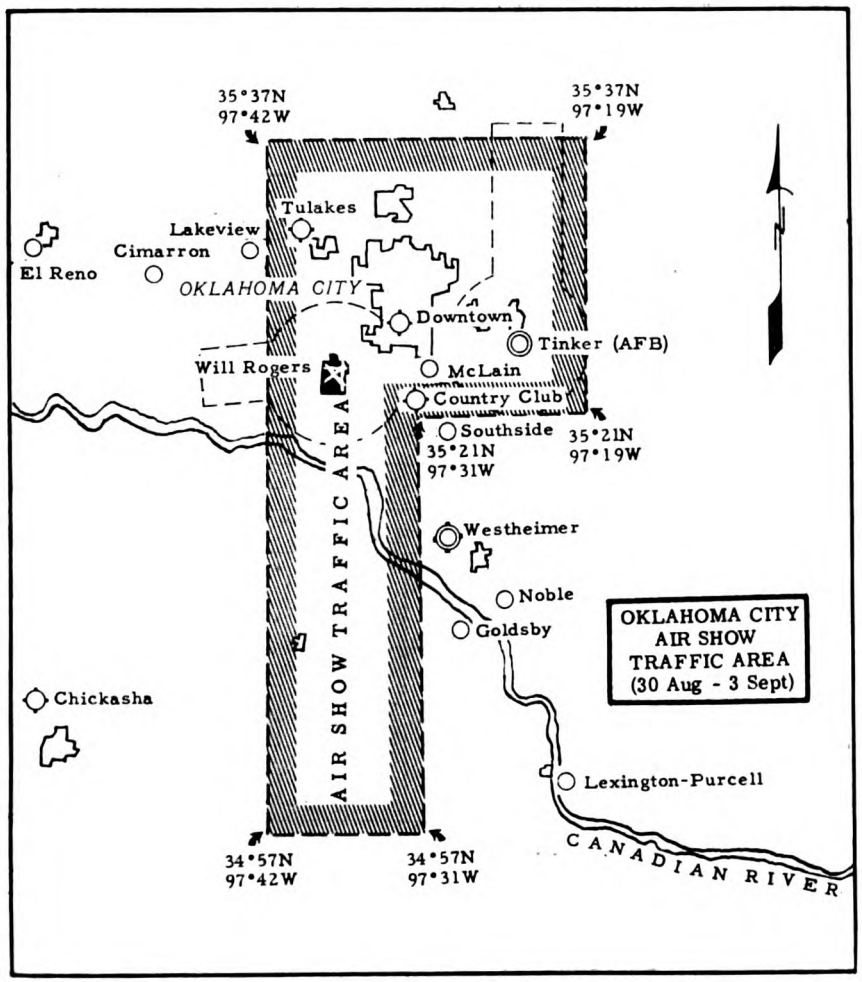
WYOMING: ROCK SPRINGS ARPT: Caution first 500' NW end NW/SE rnwy clsd-marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27 unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily three-hour min ground delay on mil acft due priority airlift. (7-28)

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower-caution. (6-7)



OKLAHOMA CITY AIR SHOW TRAFFIC AREA

The National Aircraft Show will be in progress at Will Rogers Municipal Airport, Oklahoma City, Oklahoma, from 1100CST to 1700CST on September 1, 2, and 3. On August 30 and 31, between 1100CST and 1700CST, air show rehearsal maneuvers will be conducted in this area.

The above will involve extensive high speed and acrobatic military activity operating in accordance with VFR in the air show corridor, (See below), from the surface to 45,000' MSL. Additionally, a stage and orbit area, (See below), will be occupied by high speed military aircraft operating from the surface up to and including 4,000' MSL.

It is suggested that all civil aircraft and military aircraft not participating in the air show avoid the air show corridor.

Tinker AFB will be closed to all aircraft other than aircraft participating in the air show from 1200 CST August 29 to 1200 CST September 4.

Will Rogers Field, Oklahoma City, Oklahoma, will be closed to all itinerant aircraft, except Scheduled Airlines, between the hours of 1100 CST to 1700 CST on August 30, 31, September 1, 2, and 3, 1956 while the National Aircraft Show is in progress.

We strongly urge that all those planning to attend the National Aircraft Show plan their departure time to arrive in Oklahoma City prior to 1100 CST.

During the Air Show hours, military aircraft participating in the show will be orbiting within the staging and orbiting area (See below). We urge acute surveillance be maintained at all times while in this area.

All aircraft landing in Oklahoma City prior to Air Show hours that do not have prior reservations at Will Rogers Field should land at Tulakes Airport and/or Cimmarron Field, Oklahoma City. Transportation from these airports to Will Rogers Field will be provided, as well as aircraft service.

Staging and Orbiting Area:

35-37N 97-19W, 35-32N 96-40W, 35-06N 96-22W, 34-00N 96-05W, 33-47N 97-00W, 33-55N 98-30W, 34-14N 99-20W, 35-12N 99-20W, 35-19N 97-42W, 35-37N 97-42W, 35-37N 97-19W.

Air Show Corridor:

35-37N 97-19W, 35-21N 97-19W, 35-21N 97-31W, 34-57N 97-31W, 34-57N 97-42W, 35-37N 97-42W, 35-37N 97-19W.

(21 Aug 1956)

Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER:	AT MIDDLE MARKER:	CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
AUSTIN, TEXAS Mueller Arpt. 631 ILS-IAUS LOM-AU Comb. ILS/ADF Procedure Number 1 Amendment No. 12 Effect. 29 August 1956 Supersedes Amdt. No. 11, dated 25 August 1956. Major Changes: Revise air carrier take-off note.	Austin VOR	OM	148 9.8	2000	E side SE crs. 125 - outbnd 305 - inbnd 2000 within 10 mi. (Beyond 10 mi. NA)	ILS 2000 * ADF 1200 over LOM	2120 5.3	820 0.6	*T-dn C-dn S-dn 30L ILS ADF A-dn ILS ADF	300-1 500-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Climb to 2500' on NW crs. ILS or within 5.3 miles LOM(ADF), climb to 2500' on crs. 305° within 20 miles. When directed by ATC turn right, climb to 2100' on NE crs. AUS-LFR within 20 miles. *2000' will intercept glide slope 0.5 miles after passing OM. 400-1 required when G/S not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.
	Austin LFR	NW crs. ILS	118 1.3	1900									
	Smithville Rbn	SE crs. ILS	295 25.0	1900									
	Cedar Creek Intsxn.	LOM	331 10.4	1700									
	Webberville Intsxn. @ (final)	LOM	305 8.2	2000									
	@Intersection SE course AUS ILS & 240° bearing to "CMK" Rbn.								*All aircraft are restricted to 300-1 minimums for take-off on runways 3-21, 16L-34R, and 12L-30R.				
Procedure Number 2 NW crs. ILS Amendment Number 1 Effect: 29 August 1956. Supersedes: Amendment Original dated 11 August 1956. Major Changes: Revise air carrier take-off note.	AUS VOR	Plateau Intsxn.	260 5.5	2500	W side NW crs. 305 - outbnd 125 - inbnd 2500 within 10 mi. of Plateau Intsxn.	NO GLIDE SLOPE Plateau Intsxn. 2300 Burnet Intsxn. 1400	Burnet Intsxn. to Runway 12, 2.4 miles.		*T-dn C-dn S-dn 12 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.4 miles, climb to 2000' on SE crs. ILS within 20 miles. When directed by ATC, turn left, climb to 2000' on radial 100° within 20 mi. *All aircraft are restricted to minimums of 300-1 for take-off on runways 3-21, 16L-34R, and 12L-30R.
	Lake Travis Intsxn.	Plateau Intsxn.	125 6.6	2300									
	Plateau Intsxn (final)	Burnet Intsxn.	125 4.6	1400									
BRISTOL, TENN. Tri City Arpt. 1524 ILS-ITRI Procedure Number 1 Amendment No. 5 Effect: 22 September 56 Supersedes Amdt. No. 4, dated 22 July 1954. Major Changes: Adds transitions and corrects courses on transitions.	Abingdon Intsxn.	ILS E crs.	215 13.0	5500	N side crs. 090 - outbnd 270 - inbnd 3000 # within 5 mi. of OM.	2800 from within 5 mi. of LOM. 5500* from E of EME Intsxn. or MHW.	2740 4.0	1750 0.5	T-dn ‡C-d ‡C-n ‡**S-dn 27 A-dn	300-1 700-1 700-1.5 400-0.75 1000-2	300-1 800-1 800-1.5 400-0.75 1000-2	300-1 800-1.5 800-2 400-0.75 1000-2	Climb to 5000' on W crs. of ILS within 20 mi. #Flights desiring more than 5 mi for procedure turn maintain 5500' and complete procedure turn within 10 mi. E of Emmett Intsxn. or MHW. *Final descent not to be initiated until definitely past Emmett Intsxn/MHW Glide slope altitude 5500' over Emmett. Caution: Abrupt changes in terrain elevations immediately adjacent to procedure areas.
	Bristol Intsxn.	ILS E crs. or EME MHW	164 5.0	5500									
	Tri-City VOR	ILS E crs.	352 3.0	5500									
	Tri-City LFR	LOM	129 1.5	3000									
	Intsxn. SW crs. TRI-LFR & E crs. ILS	LOM	090 3.2	3000									
		EME MHW or Emmett Intsxn.	090 12.0	5500									
	Emmett MHW or Emmett Intsxn. (final)	LOM	270 9.0	*On glide slope or 2800									
	Yuma Intsxn.	EME or Emmett Intsxn.	105 24.0	5500									
	**500-1 required when glide slope not utilized. visibility minimum is authorized.								‡No reduction of any landing ceiling or				
CHARLESTON, W. VA. Kanawha County Arpt. 981 ILS-CHW LOM-CH Comb. ILS/ADF Procedure Number 1 Amendment Number 6 Effect. date: 29 September 1956. Supersedes ILS/ADF Amdt. No. 5 dated 1 April 1954. Major Changes: Transition from Gay Intsxn. added.	Intsxn. NE crs. ILS & bearing 254° to CHW LFR	ILS LOM	230 10.0	2500	N side NE crs. 050 - outbnd 230 - inbnd 2300 within 10 mi.	NO GLIDE SLOPE 1800 over LOM	4.3	0.5	T-dn C-dn S-dn 23 ILS ADF A-dn	300-1 600-1 500-1 600-1 800-2	300-1 600-1 500-1 600-1 800-2	200-0.5 600-1.5 500-1 600-1 800-2	4.3 miles after passing LOM(ADF).. Climb to 2500' proceeding to Charleston LFR, or (when directed by ATC), climb to 2500' proceeding to CHW VOR. Provisions for use with components inoperative are not applicable to this procedure.
	CHW LFR	ILS LOM	092 12.0	2500									
	CHW VOR	ILS LOM	059 15.0	2500									
	Gay Intsxn.	ILS LOM	173 23.0	2500									
CINCINNATI, OHIO Greater Cincinnati Arpt. 890 ILS CVG (Back Crs.) Procedure Number 2, Amendment No. 4, Effective date: 22 August 1956. Supersedes Amdt. No. 3 dated 6 August 1955. Major Changes: Revises missed approach - change to nautical miles.	Camden Intsxn.	New Baltimore Intsxn	184 19.0	2500	W side N crs. 360 - outbnd 180 - inbnd 2100 within 5 mi. of Addyston FM.	No glide slope or markers. Descend to authorized landing minimums after passing Addyston FM. Distance and bearing to Rnwy 18 5.0, 180°. Minimum altitude over Addyston FM 1600'.			T-dn C-dn S-dn 18 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	5.0 miles after passing Addyston FM, make a right climbing turn to 2400' on crs. of 240° from ILS LMM or Cincinnati VOR 240° radial within 15 miles. Alternate missed approach procedure(when directed by ATC) climb to 2000' on S crs. ILS to Union Intersection.
	New Baltimore Intsxn.	Addyston FM	180 10.4	2100 (1600 final)									
	Union Intsxn.	Addyston FM	360 13.7	2300									
	Cincinnati VOR	Addyston FM	012 7.6	2300									
NASHVILLE, TENN. Berry Field 606 ILS-IBNA LOM-BN Comb. ILS/ADF Procedure Number 1 Amendment No. 9 Effect: 22 September 1956. Supersedes Amdt. No. 8, dated 7 January 1956. Major Changes: Add final from Franklin Revise statute to nautical miles. Delete Fairview FM transition	Nashville LFR	LOM	213 7.0	1900	E side S crs. 195 - outbnd 015 - inbnd 2500 within 10 mi.	ILS 2500 ADF 2000 LOM	2000 4.9	840 0.7	T-dn C-dn S-dn 2L ILS* ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Climb to 2000' on N crs. ILS or 4.9 mi. after passing LOM(ADF) climb to 2000' on crs. of 015° within 20 miles. *400-0.75 required when glide slope not utilized. Air Carrier Note: Take-off with less than 200-0.5 NA on Runway 15. #Franklin Intsxn. BNA-ILS-S crs. GHM-VOR-074. (21 Aug 1956)
	Nashville VOR	OM	247 6.0	2000									
	Walter-Hill FM	LOM	284 17.0	2000									
	Knob Intsxn.	LOM	195 10.0	1900									
	Franklin Intsxn#(final)	LOM	015 5.0	2000									

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
WICHITA, KANSAS Municipal Arpt. 1332 ILS-ICT LOM-IC Comb. ILS/ADF Procedure Number 1 Amdt. No. 2. Effective date: 22 September 1956. Supersedes Amdt. No. 1 dated 23 April 55. Major Changes: 1. Transitions revised. 2. ADF altitude added Col. 7. 3. New form converting to knots. 4. Straight-in and alternate minimums revised. 5. Col. 14 revised & Air Carrier Note deleted as approach lights installed.	ICT-LFR	LOM	234 / 9.6	2500	W side of crs. 190 - outbnd 010 - inbnd 2500 within 10 mi. Procedure turn non-standard to avoid McConnell AFB.	ILS 2500 ADF 2000	2559 / 4.2	1530 / 0.6	T-dn C-dn S-dn 1 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 4.2 miles, climb to 3000' on N crs. ILS intercept and proceed outbound on NW crs. of ICT-LFR within 20 mi., or when directed by ATC: (1) Make left turn, climb to 2900' proceeding outbound on 216° radial ICT VOR within 20 miles. Caution: Simultaneous approaches being conducted on Derby Rbn to McConnell AFB. 2444' MSL tower 7.8 mi NNW of airport.
	ICT-VOR	LOM	171 / 9.0	2500									
	Viola Rbn	SW crs. ILS	046 / 10.0	Final ILS 2500*									
	Viola Rbn	LOM	039 / 11.9	2500									
	Clearwater Intsxn.	LOM	010 / 8.7	Final 2500									
	Oxford Rbn	LOM	316 / 23.0	2500									
	Derby Rbn	LOM	276 / 8.1	2500									
	Mayfield Intsxn.	LOM	010 / 19.0	Final 2500									
									*Procedure turn not required (final transition).				
Procedure Number 2 ILS-ICT Back Course Approach Combination VOR/ILS. Amendment No. 1, Effective date: 22 September 1956. Supersedes Original dated 17 December 1954. Major Changes: 1. New form converting to knots. 2. Col. 14 revised.	Intsxn N crs. ICT LFR & N crs. ILS	Kechi Intsxn *	190 / 8.3	Final 2500	E side of crs. 010 - outbnd 190 - inbnd 3000 within 10 mi. of Kechi Intsxn * Procedure turn non-standard account of 2444' MSL TV tower West.	No glide slope. *Kechi Intsxn. Intsxn. rad. 065° ICT-VOR & ILS N crs. 190-5.1-2500' Intsxn. rad 108° ICT-VOR & ILS N crs. 190-3.0-2000'	No outer marker	No middle marker	T-dn C-dn S-dn 19 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 5.1 miles after passing Kechi Intsxn*, climb to 2500' on South crs. ILS within 20 mi., or when directed by ATC: (1) Make right turn climbing to 2900' & proceed outbnd on radial 216° within 20 miles. Caution: 2049'MSL tower 7.8 mi NNE & 2444'MSL tower 8.7 mi NNW of airport. Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
	ICT-VOR	Kechi Intsxn *	065 / 3.6	3000									
	Intsxn SW crs. ICT-LFR & S crs. ILS	Kechi Intsxn *	010 / 13.0	3000									
	Intsxn. ICT-VOR radial 036° & N crs. ILS	Kechi Intsxn *	190 / 4.2	Final 2500									
	Intsxn. ICT-VOR radial 051° & N crs. ILS	Kechi Intsxn *	190 / 1.1	2500									

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
WATERLOO, IOWA Municipal Arpt. 870 BVOR-ALO TVOR-18 Amendment Number 2 Effect. date: 22 Sept. 1956 Supersedes Amdt No. 1 dated 5 February 1955. Major Changes: 1. Minimums raised due to trees grown 1080'MSL in letdown area(flight checked.) 2. Night circling minimums(2-engine aircraft) reduced to 1 miles. 3. Missed approach limited to 20 miles. 4. Conversion from statute to nautical miles.				W side of crs. 350 - outbnd 170 - inbnd 2100 within 10 mi.	1600	182 / 0.4	T-dn C-dn S-dn A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Climb to 2500' on 194° radial within 20 miles.

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BRIDGEPORT, CONN. Bridgeport Arpt. 9 MRLWZ-BDR Procedure Number 2 (Using Stanne Intsxn. 135° radial ILT VOR & SW crs. BDR LFR) Effective date: 29 September 1956. Amendment: Original	To Stanne Intsxn. from Bay Intsxn (LFR)	052 / 6.0	1000 (final)	NA	* Over Stanne Intsxn. 1000	From Stanne Intsxn. 049 / 4.0	T-dn C-dn S-dn 6 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Within 4 miles after passing Stanne Intsxn, climb direct to the Bridgeport LFR at 1500'. This procedure not approved for ADF approach.
					*Descent to landing minimums authorized after Stanne Intsxn.						(21 Aug 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES)	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CRESTVIEW, FLORIDA Crestview Arpt. 274 SBRAZ-CEW Procedure Number 1 Amendment No. 5, Effect: 29 August 1956. Supersedes Amdt. No. 4, dated 25 June 1954. Major Changes: Nautical distances. Revise straight in minima. New Format.	Crestview VOR	099 8.8	1400	N side E crs. 084 - outbnd 264 - inbnd 1400 within 10 mi.	900	263 2.3	T-dn C-dn S-dn 28 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Within 2.3 miles, climb to 1400' on W crs. (263° track) within 15 miles. Air Carrier Use of Airport NA.
WICHITA, KANSAS Beech Arpt. 1378 SBRAZ-DVT ICT Procedure Number 2 dated February 18, 1954.	PROCEDURE CANCELLED, EFFECTIVE 22 AUGUST 1956.										

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES)	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CRESTVIEW, FLORIDA Crestview Arpt. 274 BVOR-CEW Procedure Number 1 Amendment Number 5 Effect: 29 August 1956. Supersedes Amdt. No. 4 dated 25 June 1954. Major Changes: Nautical distances. Revise straight-in minima. New format.	Crestview LFR	279 8.8	1400	S side 286 - outbnd 106 - inbnd 1400 within 10 mi. (Beyond 10 mi. NA)	900	106 6.1	T-dn C-dn S-dn 9 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Within 6.1 miles climb to 1400 on course 087° within 15 miles. Air Carrier Use of Airport NA.
MORGANTOWN, W. VA. Morgantown Arpt. 1256 VOR-DME MGW Procedure Number 1 Amendment Number 1 Effective date: 29 September 1956. Supersedes Amdt. "Original, dated 1 April 1954. Major Changes: Reduces landing minimums by use of DME. Revises procedure turn.	10 mile fix radial 158°(final)	338 10.0	3000	E side of crs. 158 - outbnd 338 - inbnd 4000 within 10 mi. Procedure turn need not be accomplished with DME.	3000	338 6.4	With DME* T-dn C-d C-n A-dn Without DME T-dn C-d C-n A-dn	DME* 300-1 600-1 600-2 800-2 300-1 400-1 1400-2 1600-3			Within 6.4 miles...climb to 3000' on radial 338° within 10 miles. *DME MSL Altitudes after passing MGW VOR on final: 1 mile 2800' 2 miles 2600' 3 miles 2400' 4 miles 2200' 5 miles 2000' 6 miles 1900'
RUSSELL, KANSAS Russell Arpt. 1863 BVOR-RSL Procedure Number 1 Amendment Number 3 Effect. date: 2 Sept. 1956 Supersedes Amdt. No. 2 dated 1 September 1956.	This procedure amends previous procedure, dated 1 September 1956, incorrectly identified as "Amendment Number 1" instead of Amendment No. 2.			W side of crs. 356 - outbnd 176 - inbnd 3100 within 10 mi.	2600	176 0.6	T-dn* C-d C-n* A-dn*	300-1 600-1 6 600-2 800-2	NA NA NA NA	NA NA NA NA	Within 0.6 miles, climb to 3100' on 176° radial within 20 miles. *Night operations on N S runway only. Caution: Sod field, except N S runway paved.
Major Changes: 1. New courses for final approach & missed approach. 2. Cols. 5, 6, 7 and 12 revised.											

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a PAR approach or, for more than 30 seconds during an ASR approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): TWO ENG. OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG. OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
ATLANTA, GEORGIA Atlanta Arpt. 1024 Procedure Number 1 Amendment Number 1 Effect: 29 September 1956 Supersedes Amdt: Original dated 21 July 1956. Major Changes: Adds alternate minima.	Sectors measured from airport. 0-360, 3000' within 25 miles. 070-290, 2200' within 15 miles.	All	T-dn	300-1	300-1	200-0.5	300-1	300-1	200-0.5	9R and 3, Climb to 3000' and proceed to Conyers Intersection via E crs. ILS or climb to 3000' on NE crs. ATL LFR within 20 miles.
		9R, 15R, 27L, 33L, 3	C-dn	400-1	500-1	500-1.5	400-1	500-1	500-1.5	
		9R	S-dn	200-0.5	200-0.5	200-0.5	400-1	400-1	400-1	15R, Climb to 2200', turn right and proceed to ATL VOR or proceed on SE course of ATL LFR within 20 miles.
		15R	S-dn				500-1	500-1	500-1	
		27L, 33L, 3	S-dn				400-1	400-1	400-1	27L, 33L, Climb to 3000' and proceed to Campbellton Intersection via W course ILS, or turn left and proceed on SW course of ATL LFR within 20 miles.
		9R	A-dn	600-2	600-2	600-2				
		9R, 15R, 27L, 33L, 3	A-dn				800-2	800-2	800-2	

(21 Aug 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

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AIRPORT NAME INDEX

SEE ADDITIONAL LISTING PAGE 97

AIRPORT NAME & CITY	LAT. & LONG.
Mulinax, Winnsboro, Tex.	32-56-30; 95-16-30
Mulino, Ore.	45-13-15; 122-35-30
Mullen, Neb.	42-02-45; 101-03-30
Mullet Key St Petersburg, Fla.	27-37-00; 82-43-45
Muncie, Ind.	40-14-15; 85-23-15
Munn Bros. Rnch, VanHorn, Tex	31-13-15; 104-33-30
Murdale, Carbondale, Ill.	37-46-45; 89-15-00
Murdo, S.D.	43-53-00; 100-44-00
Murfreesboro, Tenn.	35-53-00; 86-23-00
Murphy Hot Springs, Three Creek, Idaho	42-01-15; 115-20-15
Murray, Colby, Kan.	39-24-00; 101-03-00
Murrell, Morristown, Tenn.	36-11-00; 83-22-30
Murrieta Hot Springs, Murrieta, Calif.	33-33-30; 117-09-00
Muscatine, Iowa	41-22-00; 91-09-00
Muscle Shoals, Ala.	34-44-45; 87-37-00
Muscogee Co., Columbus, Ga.	32-30-45; 84-56-30
Muskegon Co., Muskegon, Mich	43-10-30; 86-14-00
Mustang, El Reno, Okla.	35-28-00; 98-00-30
Myers, Ada, Okla.	34-49-30; 96-46-45
Myers, Tifton, Ga.	31-26-00; 83-29-00
Myers Park Memorial Carthage, Mo.	37-08-45; 94-18-45
Myricks, Berkley, Mass.	41-50-30; 71-01-45
Myrland Farm Skylodge Montello, Wis.	43-48-45; 89-20-00
Myrtle Beach, S.C.	33-40-45; 78-55-45
N	
N.B.C., Monongahela, Pa.	40-12-30; 79-50-00
Nan-Bar, Flat Rock, Mich.	42-06-15; 83-16-30
Nance Rnch, O'Donnell, Tex.	32-53-15; 101-37-15
Nanticoke, Maine, N. Y.	42-14-00; 76-01-15
Nantucket Memorial, Naintucket, Mass.	41-15-30; 70-03-30
Napa Co., Napa, Calif.	38-13-00; 122-16-30
Napier, Dothan, Ala.	31-19-00; 85-27-00
Naples America, Naples, Fla.	26-09-30; 81-46-30
Napoleon, Ohio	41-24-15; 84-07-30
Nashua, Mont.	48-08-00; 106-20-45
Nashville, Ark.	33-58-15; 93-51-00
Nashville, Ga.	31-12-45; 83-13-45
Natchez, Miss.	31-35-15; 91-22-30
Natchez Adams Co., Natchez, Miss.	31-36-30; 91-17-30
Natchitoches, La.	31-44-15; 93-05-45
National, Toledo, Ohio	41-43-30; 83-32-30
National City, Calif.	32-39-00; 117-06-00
Natrona Co., Casper, Wyo.	42-54-30; 106-28-07
Nauman, Deckerville, Mich.	43-30-15; 82-44-30
Navajo Mtn, Rainbow Lodge, Ariz.	36-57-45; 110-49-15
Navarre, Monroe, Mich.	41-56-00; 83-20-45
Naylor, Robson, La.	32-20-45; 93-39-15
Nedrow Arpk, Nedrow, N.Y.	42-58-00; 76-08-00
Needles, Calif.	34-45-45; 114-37-30
Neenach Ranch, Lake Hughes, Ariz.	34-47-15; 118-35-30
Neff, Dayton, Ohio	39-41-15; 84-14-45
Negus, Alexander, Ill.	39-44-00; 90-05-30
Negrito, Mogollon, N. M.	33-31-30; 108-32-30
Neilsville Memorial, Neilsville, Wisc.	44-34-30; 90-42-30
Neligh, Nebr.	42-06-30; 98-02-30
Nellis, Ft, Plain, N. Y.	42-57-30; 74-40-45
Nelson, Nevada, Iowa	42-01-00; 93-29-00
Nelson, Sherwood, N. D.	48-57-45; 101-28-45
Nelson, Stoughton, Wisc.	42-55-00; 89-11-45
Nelson Co., Bardstown, Ky.	37-49-00; 85-32-30
Neodesha, Kans.	37-26-15; 95-38-30
Neosho, Mun, Neosho, Mo.	36-50-45; 94-24-15
Nephi, Utah	39-44-00; 111-52-15
Neubeiser-Smartt, St. Louis, Mo.	38-55-45; 90-25-45
Nevada City, Calif.	39-16-30; 121-02-15
Nevada Mun, Nevada, Mo.	37-51-00; 94-18-00
Nevell Hdqrs Ranch, Kent, Tex.	31-18-00; 104-12-15
New Bedford, Mass.	41-40-15; 70-57-30
New Bloomfield, Pa.	40-24-15; 77-11-00
New Castle, Ind.	39-56-00; 85-20-15
New Castle, Pa.	41-01-30; 80-24-45
New Castle County, Wilmington, Del.	39-40-45; 75-36-30
New Castle Western, New Castle, Ind.	39-57-30; 85-23-30
New Cuyama, Calif.	34-56-15; 119-41-15
New Garden City, Garden City, Kans.	37-55-45; 100-43-30
New Hampton, Iowa	43-05-30; 92-20-45
New Hanover, Pa.	40-18-00; 75-36-00
New Hanover County, Wilmington, N. C.	34-16-00; 77-54-45
New Haven, Conn.	41-15-45; 72-53-15
New Holland, Pa.	40-06-00; 76-04-00
New Jerusalem, Tracy, Cal.	37-41-00; 121-16-45
New Lexington, Ohio	39-41-30; 82-12-15
New London, Waterford, Conn.	41-22-00; 72-08-45
New Meadows, Idaho	44-58-45; 116-17-00
New Orleans, La.	30-02-15; 90-01-45
New Philadelphia, Ohio	40-28-30; 81-25-30
New Raymer, Colo.	40-36-15; 103-15-30
New Smyrna Beach, Fla.	29-03-00; 80-57-00
New Town, N. D.	47-59-00; 102-29-00
New Ulm, Minn.	44-19-00; 94-29-45
New York Intnl (Idlewild), New York, N. Y.	40-38-45; 73-47-15
Newark, N. J.	40-42-00; 74-10-00
Newark, Ohio	40-01-30; 82-27-30
Newaygo, Mich.	43-24-30; 85-47-45
Newberry, S. C.	34-18-15; 81-37-45
Newburgh-Walden, Walden, N.Y.	41-31-45; 74-12-15
Newcombs, Ranch, Trinidad, Colo.	37-10-00; 104-09-00
Newkirk Skypark, Newkirk, Okla.	36-52-00; 97-01-15
Newnan, Ga.	33-19-45; 84-46-00
Newport, Middletown, R.I.	41-32-00; 71-17-00
Newport, Ark.	35-38-30; 91-10-45
Newport, Oreg.	44-34-45; 124-03-00
Newport, Vt.	44-53-30; 72-13-45
Newport, Wash.	48-10-45; 117-04-00
Newton, Fowlerville, Mich.	42-36-30; 84-06-00
Newton, Jackman, Me.	45-37-45; 70-15-15
Newton, Iowa	41-42-30; 93-01-15
Newton, Stratford, Calif.	36-09-15; 119-50-45
Newton Falls, Ohio	41-10-15; 81-00-30
Nezperce, Idaho	46-14-15; 116-14-00
Niagara Falls, N. Y.	43-05-45; 78-56-45
Nichols, Hosston, La.	32-55-45; 93-54-45
Nichols, S. C.	34-13-45; 79-08-45
Nicholson, Ida Grove, Iowa	42-20-00; 95-30-00
Nicksville, Hereford, Ariz.	31-26-30; 110-15-00
Nicolet, Green Bay, Wisc.	44-26-30; 88-01-30
Niederhauser, Marshalltown, Iowa	42-07-00; 92-55-00
Nine Point Mesa, Alpine, Tex.	29-40-30; 103-25-00
Ninemile USFS, Ninemile, Mont.	47-04-45; 114-24-45
Nixon, Nev.	39-50-00; 119-20-45
Noble, Norman, Okla.	35-11-00; 97-24-30
Nogales Intnl, Nogales, Ariz.	31-25-15; 110-51-00
Nolta's, Willows, Calif.	39-34-45; 122-12-00
Noonan, N. D.	48-52-45; 103-00-00
Norfolk, Va.	36-53-30; 76-12-00
Norlings, Briggsville, Wisc.	43-39-00; 89-36-30
Norridgewock, Me.	44-42-45; 69-52-30
North Des Moines, Iowa	41-39-15; 93-38-30
North Enid, Okla.	36-27-15; 97-51-45
North Bend, Oreg	43-25-00; 124-14-45
North Brunswick, New Brunswick, N. J.	40-28-00; 74-29-15
North Central State, Smithfield, R. I.	41-55-15; 71-29-30
North Jackson, Jackson, Miss.	32-22-00; 90-07-15
North Lake Charles, Lake Charles, La.	30-23-15; 93-13-30
North Manchester, Ind.	41-00-15; 85-47-30
North Omaha, Omaha, Nebr.	41-22-15; 96-01-15
North Perry, Hollywood, Fla.	26-00-15; 80-15-00
North Philadelphia, Philadelphia, Pa.	40-05-00; 75-00-30
North Phoenix, Cactus, Ariz.	33-36-00; 112-02-00
North Sacramento City, North Sacramento, Calif.	38-37-30; 121-27-45
North Sauty, Scottsboro, Ala.	34-36-45; 86-04-45
North Seattle, Seattle, Wash.	
North Smithville, Smithville, Ga.	31-55-30; 84-11-15
North Wilkesboro, N. C.	36-09-30; 81-09-45
Northfield-Sky Haven, Northfield, Ohio	41-17-30; 81-31-00
Northern, Tullahoma, Tenn.	35-23-00; 86-14-30
Northfield, Richmond, Va.	37-38-45; 77-25-45
Northgate, Petoskey, Mich.	45-21-45; 84-57-00
Northome, Minn.	47-53-30; 94-15-00
Northport, Wash.	48-55-45; 117-47-00
Northside, Muskegon, Mich.	43-17-15; 86-11-45
Northway, Columbus, Ohio	40-04-00; 82-57-45
Norton, Kans.	39-51-00; 99-53-45
Norton Sky Ranch, Healdsburg, Calif.	38-40-30; 122-55-00
Norwalk Arpk, Norwalk, Ohio	41-16-00; 82-36-00
Norway, Me.	44-13-30; 70-32-00
Norwood, Colo.	38-09-30; 108-15-15
Norwood Memorial, Norwood, Mass.	42-11-30; 71-10-15
Nowata, Okla.	36-43-15; 95-37-30
Nucla, Colo.	38-14-15; 108-33-30
Nusse, Shafter, Nev.	40-43-00; 114-08-45
O	
Oak, Foley, Ala.	30-19-00; 87-41-00
Oak Bluffs, Mass.	41-26-30; 70-34-15
O & N, Chadron, Nebr.	42-50-15; 102-59-30
O-Two Rnch, Alpine, Tex.	29-51-00; 103-44-00
Oak Ridge, Tenn.	36-02-15; 84-18-30
Oakdale, Calif.	37-45-45; 120-49-00
Oakdale, La.	30-48-30; 92-42-15
Oakes, N. D.	46-08-15; 98-06-30
Oasis, Mesa, Ariz.	33-24-45; 111-38-00
Oasis, Nev.	40-59-30; 114-27-00
Oberlin, Kan.	39-49-45; 100-32-15
Oberlin, Ohio	41-17-00; 82-17-45
Ocean County, Osbornville (Breton Woods) N.J.	40-02-00; 74-06-45
Ocean Drive Flgt Strip, Crescent Beach, S. C.	33-49-00; 78-43-15
Ocean Park Sky Port Klipsan Beach, Wash.	46-27-15; 124-03-00
Oceanside, Calif.	33-13-00; 117-21-30
O'Connell Bros., Brawley, Cal.	32-57-45; 115-32-30
O'Connor's, Eckermann, Mich.	46-22-00; 85-02-45
Oconomowoc, Wisc.	43-08-30; 88-28-30
Oconto, Wisc.	44-52-00; 87-54-30
Ocotillo Dry Lake, Ocotillo, Calif.	33-09-00; 116-07-45
Odessa, Wash.	47-20-45; 118-40-15
Oehlke, Enderlin, N. D.	46-37-15; 97-37-00
Oelwein, Iowa	42-41-00; 91-58-40
Ogallala, Nebr.	41-07-30; 101-45-45
Ogden, Mun, Utah.	41-11-45; 112-01-00
Ogdensburg, N. Y.	44-40-45; 75-28-00
O'Hare-Chicago International Chicago, Ill.	41-58-43; 87-54-21
Ohio State University, Columbus, Ohio	40-04-30; 83-04-15
Ohio University, Athens, Ohio	39-20-00; 82-04-30
Okanogan-Legion, Okanogan, Wash.	48-21-45; 119-33-30
Okeechobee Co., Fla.	27-15-45; 80-51-00
O'Keefe, Newton, Miss.	32-18-30; 89-08-45
Okeene, Okla.	36-03-30; 98-18-30
Okemah, Okla.	35-25-45; 96-17-15
Okmulgee, Okla.	35-39-30; 95-57-00
Okoboji, Spirit Lake, Iowa	42-23-15; 95-08-00
Oktibbeha, Starkville, Miss.	33-29-00; 88-41-00
Olancha, Calif.	36-16-45; 118-00-00
Olathe-City, Olathe, Kans.	38-51-00; 94-44-15
Old Star, Langhorne, Pa.	40-11-00; 74-52-45
Old Town, Me.	44-57-15; 68-40-30
Olean, N. Y.	42-03-45; 78-24-30
Olney, Tex.	33-21-00; 98-48-45
Olson, Sarles, N. D.	48-54-00; 99-01-00
Olustee, Okla.	34-30-45; 99-25-45
Olympia, Wash.	46-58-30; 122-54-00
Omaha, Nebr.	41-18-00; 95-53-30
Omak, Wash.	48-28-00; 119-31-15
Onaway, Mich.	45-22-15; 84-13-30
O'Neal, Vincennes, Ind.	38-41-15; 87-33-00
Oneida Co., Utica, N. Y.	43-08-45; 75-23-00
Oneida Lake, Lakeport, N.Y.	43-09-00; 75-52-30
O'Neill, Nebr.	42-28-15; 98-41-15

U. S. GOVERNMENT PRINTING OFFICE : 1956

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GOVERNMENT PRINTING OFFICE
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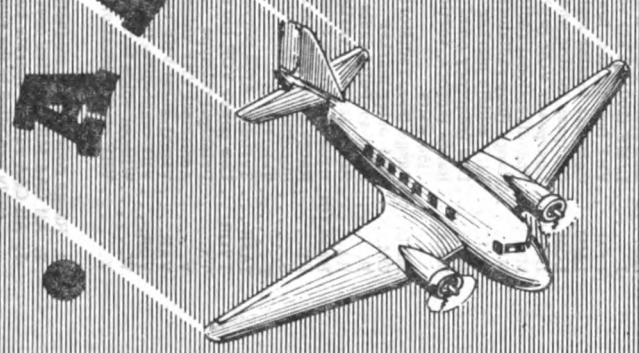
SPECIAL NOTICE
Seattle & Oakland Oceanic Flight Info. Regions. p.29

SPECIAL NOTICE
ATTENTION, PILOTS! Obstruction List: p. 47

AIRMAN'S GUIDE



OHIO STATE UNIVERSITY
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SPECIAL NOTICE
Position Reporting Procedure For IFR Flights Operating at Least 1,000 Feet on top. p. 29

SPECIAL NOTICE
Interference on INSACS Communications Channels - page 28

RADIO FACILITY DATA Page 2
NOTICES TO AIRMEN Page 28

VOL. 11 , NO. 13 . . . SEPTEMBER 4, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

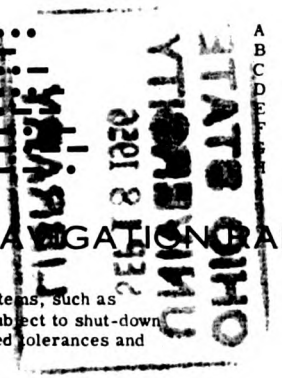
U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	J	JIG	S	SUGAR		
B	BAKER	K	KING	T	TARE		
C	CHARLIE	L	LOVE	U	UNCLE		
D	DOG	M	MIKE	V	VICTOR		
E	EASY	N	NAN	W	WILLIAM		
F	FOX	O	OBOE	X	XRAY		
G	GEORGE	P	PETER	Y	YOKE		
H	HOW	Q	QUEEN	Z	ZEBRA		
I	ITEM	R	ROGER				

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	J	JULIETT	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	CHARLIE	L	LIMA	U	UNIFORM
D	DELTA	M	MIKE	V	VICTOR
E	ECHO	N	NOVEMBER	W	WHISKEY
F	FOXTROT	O	OSCAR	X	XRAY
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		



AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . .. Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T . . . . . Teletype
TASR . . . Terminal Area Surveillance Radar
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(4 Sept 1956)

PAR - Precision Approach Radar. ASR = Airport Surveillance Radar. GCA - Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar RAPCON = Radar Approach Control Center

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency, from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md	257, 281kc; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8 mc	ASR	
Birmingham Arpt., Ala.	278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8 mc.	ASR-PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cincinnati-Greater Cincinnati Arpt., Ohio	317 kc; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18 mc	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, [redacted] 109.9, 118.1, 118.5, 119.9, 126.18 mc.	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6 mc	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8, 307.2	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379kc; 110.3, 116.3, 118.3, 119.5, 121.5, 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8 mc	ASR	Arrival Control
Houston Arpt., Tex.	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	265, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344 kc; 110.3, 118.3, 120.7 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn	278, 257kc; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4 mc	ASR	
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6 mc.	ASR-PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317kc; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0 mc	ASR	

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Memphis Arpt., Tenn.	278, 371 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn	256, 278kc; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR-PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379 kc; 109.5, 119.1, 121.1, 123.9, 132.3, 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR-PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc
New York-La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3 mc.	ASR-PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281 kc; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 mc ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 346.6 mc	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278kc; 108.1, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18, 257.8 mc	ASR	
St. Louis-Lambert Fld., Mo.	278, 209 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	227, 278 kc; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.5, 119.5, 126.18, 257.8 mc	ASR	Departure Control
Washington National Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
	TERMINAL AREA SURVEILLANCE RADAR		
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	TASR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 348.6 mc (on req 120.5, 124.4 mc)	TASR	Guards 122.1 mc (on req 120.5, 124.4 mc) Oper. 255.4, 301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
	RADAR APPROACH CONTROL CENTER (RAPCON)		
Ogden - Hill AFB, Utah	120.1, 12 1.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 13 7.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4		
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

INSTRUMENT LANDING SYSTEMS

(4 Sept 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld					0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	BC-restricted.
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)				112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),# 255.4,257.8,122.2	
(1)Huntsville	VOR	HSV	112.3V;121.5,126.3,126.7,126.18,243.0,229.4	122.1,#	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
"	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
* Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2, 243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GLN	341		
"Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Loma Portal	MH	LPT	278		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto INSACS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6		3023.5;233.8,#
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	516		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
(1) "	BVOR	VSF	117.6		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,257.8	(2),# 269.4,284.6,290.3	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(07-0945,14-2130 & 1400-2130 Sat-Sun)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0,	(2),# 271.2,343.6,348.6	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2		#
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4,391	(3),#	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	(2),#	
" National Arpt	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,267	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1,121.5,126.18,257.8	(2),#	
Fleming Island (N	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(3)Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,	(2),# 269.2	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	VORW	NZC	117.4		
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 348.6,120.9,121.5	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219,119.9,121.5,132.2,257.8	(2),#	(0700-2300)
Perrine-OFACS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0	(2),#	
Valparaiso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beacl AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	215		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,1195, 257.8	(2),#	
" "	Center		120.3,132.8,118.9,301.4,348.6, 353.7	#	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7, 255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230; 255.4,243.0	(3),#	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5, 255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8, 305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4, 243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7, 243.0, 255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2, 255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0, 255.4	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8,	(2),#,126.18	(0800-1300)
(1)Twin Falls	VORW	TWF	115.8 243.0		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7, 243.0, 255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8,311.8,269.0,291.6,307.0	(1),#,122.7	
(1) " "	TVOR	MDW	111.6		
"	Center		124.5,120.9,301.4,125.1, 123.7,123.9, 124.7,124.3,119.7,250.2,323.2,340.6,353.9, 362.3,378.8,385.4		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
" "	UHF/DF			236.6, 305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7, 255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7, 255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RFD	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0,255.4	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7	#	
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0,255.4	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-I	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 348.6,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9 243.0		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8, [redacted] 348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
[redacted]	[redacted]	[redacted]	[redacted]		
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)	→	245;121.1,126.18,121.5, 243.0, 257.8,348.6	(2),#	→ 121.5
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8		#
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4 243.0	(3),#	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	160 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9 121.5 257.8 243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332 V 121.5 126.7 122.2 243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5 V 121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V 0500-2230 wk days 0 5-20 Sat 08-2030 Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4 243.0 126 183 486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554, 2578, 305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0, 255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.1 120.3 301.4 124.7 121.5 243.0 319.2 324.7 343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2, 255.4 243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
"	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7 255.4 243.0 391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299 118.3,126 118,119.5,121.5, 118 1,25 7.8, 269 2, 250.4, 274.3, 307.0	(2),#	
"	Center		118.9,119.7,132.3,243.0, 301.4,120.7,125.1	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1) St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,5307,9319,2324,7343.6	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1) Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1) Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MHW	AIA	287		(0800-1630)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1) Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1) Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1) Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0,3014	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,255 4	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HWZ	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW.	RYE	359		
NEW JERSEY					
Atlantic City NAS	TVOR	NBB	115.0		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS- Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396	(oper IFR when rng inop)	
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown INSACS Millville	BVOR-DTV	OOD	114.3;V;12 1.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,2430,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-1730Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,2578	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,3198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1730)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,119.3,	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
INSACS-Idlewild " Arpt	AC(g.7)		362;118.7,119.9,120.3, 121.5,118.1,285.6,290.3, 313.4	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4, 310.4, 343.8,355.8	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,2430,2578,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	78 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0 255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0 257.8	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	
Akron Arpt	UHF/DF			305.4,255.4 other freq on req	
"	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0	(2),#	
" Lunken	C	227	121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18,257.8,243.0	(2),#-257.8,	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,255.4,284.6	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,240.3	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8,305.4	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		INSACS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		INSACS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8,	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7 257.8		DME
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2.255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 340.6,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,24[illegible].0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4	(3)	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(3)Britton	VORW	BRT	117.0		(test-basis)
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5,243.0,126.18, 119.5,257.8,307.2,312.6,290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,319.2,338.2,324.7	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 290.8,348.6,353.7,125.5,379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0, 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 ,243.0		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradwind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 Sept 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,317.8	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#,255.4	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(3)Lawrenceville	BVOR	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	377;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1),req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18 121.5,257.8,119.9,243.0	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,207,121.5,126.18,257.8,383.8,243.0	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
" "	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 275.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4,285.4305.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3),6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN
SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .--.-.-.-.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice

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DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight. (4 Sept 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights operating at an altitude of at least 1000 feet on top, either at pilot's request or because of an ATC clearance, shall conform to the following position reporting procedures:

1. Flights along airways, regardless of actual altitude, shall report only over those fixes that are compulsory reporting for flights at all altitudes unless additional reports are required by ATC.

2. Flights operating on a direct route, regardless of actual altitude, shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and also over each compulsory reporting point along the route for flights operating at all altitudes unless additional reports are required by ATC.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route of flight by appropriate fixes approximately 200 miles apart over which they plan to report.

✓ DIRECTORY OF AIRPORTS: The Directory of Airports, scheduled to appear in today's issue of the Airman's Guide, will appear instead in Volume 11, No. 15, dated October 2, 1956.

OAKLAND OCEANIC FLIGHT INFORMATION REGION: Effective September 1, 1956 the Oakland Oceanic Flight Information Region will become the Oakland Oceanic Control Area. The Oakland Oceanic Control Area will be bounded by coordinates: 40-00N, 127-00W direct to 30-45N, 120-50W direct to 22-00N, 138-00W direct to 35-50N, 138-00W direct to 40-00N, 130-00W direct to the point of origin. Within the Oakland Oceanic Control Area a standard altimeter setting of 29.92 will be used Lower limit of control area will be 5000'. The minimum assignable alt will be 6000'. 1000' vertical separation up to 29,000' will be applied. 2000' vertical separation above 29,000' will be applied. 20 minutes longirudinal separation will be applied. 140 nautical miles lateral separation will be applied between center lines of ATC approved tracks. The air traffic control approved track assigned will include that area 50 n miles each side of the specified track and will be available for the pilot's use without reclearance from ATC. At any time a flight determines that it is outside of this approved track area corrective action should immediately be taken by the pilot to return to the approved track area. Flight plans should be filed in sufficient detail to delineate turning points, altitude change points, and point of entry at destination. Flight plans between Honolulu and the mainland will indicate at least one latitude and longitude point.

✓ SEATTLE OCEANIC FLIGHT INFORMATION REGION: Effective September 1, 1956, the Seattle Oceanic Flight Information Region will become the Seattle Oceanic Control Area. The Seattle Oceanic Control Area will be bounded by coordinates: 40-00N, 127-00W; direct to 45-00N, 126-30W direct to 48-20N, 128-00W direct to 48-20N, 160-00W direct to 40-00N, 160-00W direct to 40-00N, 142-00W direct to 35-50N, 138-00W direct to 40-00N, 130-00W direct to point of origin. Within the Seattle Oceanic Control Area a standard altimeter setting of 29.92 will be used. Lower limit of control area will be 5000 ft. The minimum assignable altitude will be 6000 ft. 1000 ft vertical separation up to 29,000 ft will be applied. 2000 ft vertical separation above 29,000 ft will be applied. 20 minutes longitudinal separation will be applied. 140 nautical miles lateral separation will be applied between center lines of ATC approved tracks. The air traffic control approved track assigned will include that area 50 nautical miles each side of the specified track and will be available for the pilot's use without reclearance from ATC. At any time a flight determines that it is outside of this approved track area corrective action should be immediately taken by the pilot to return to the approved track area. There is no change in present hourly position reporting requirements. Flight plans should be filed in sufficient detail to delineate turning points, altitude change points, and points of entry at destination. Flight plans between Honolulu and the mainland will indicate at least one latitude and longitude point.

✓ PITTSBURGH-WASHINGTON CENTER BOUNDARY: Concurrent with the redesignation of Victor 92 based upon the commissioning of Grantsville, Maryland, VOR, reestablish the boundary on Victor 92 at the N edge of Victor 44.

✓ COMPULSORY AND NON-COMPULSORY POINT: The following reporting point is renamed as follows, effective immediately:

(1) COLUMBIA, N. J. INTSXN - the intsxn of the NE course Allentown, Pa. LFR and the NW course of the Newark, N. J. LFR. (Formerly Stroudsburg, Pa. Intsxn.) (Non-compulsory above 15,200 ft.) This intersection is both compulsory and non-compulsory reporting point.

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATE: Effective immediately.

(1) MUMFORD, N.Y. VHF INTSXN - the intsxn of the 090° mag radial of the Buffalo VOR and the 240° mag radial of the Rochester VOR.

REDESIGNATE: Effective September 20, 1956.

(1) LUCIEN VHF INTSXN - the intsxn of the 168° mag radial of the Shreveport VOR and the 084° mag radial of the Gregg County VOR.

CANCEL: Effective immediately.

(1) DELAWARE, OHIO INTSXN - the intsxn of the Mansfield, Ohio VOR 221° mag radial and the 320° mag radial of the Columbus, Ohio VOR.

(2) GLENFORD, OHIO INTSXN - the intsxn of the Mansfield, Ohio VOR 179° mag radial and the 120° mag radial of the Columbus, Ohio VOR. MRA 3000'.

(3) IRWIN, OHIO INTSXN - the intsxn of the Columbus, Ohio VOR 283° mag radial and the Springfield, Ohio MH fac 225° bearing. MRA 2700'.

(4) MARION, OHIO INTSXN - the intsxn of the Mansfield, Ohio VOR 243° mag radial and the Columbus, Ohio VOR 338° mag radial.

(5) MARYSVILLE, OHIO INTSXN - the intsxn of the Dayton, Ohio VOR 061 mag radial and the Columbus, Ohio VOR 305° mag radial.

(6) SIDNEY, OHIO INTSXN - the intsxn of the Columbus, Ohio VOR 283° mag radial and the Dayton, Ohio VOR 019° mag radial.

(7) SUNBURY, OHIO INTSXN - the intsxn of the Columbus, Ohio VOR 338° mag radial and the Mansfield, Ohio VOR 220° mag radial.

(8) URBANA, OHIO INTSXN - the intsxn of the Columbus, Ohio VOR 283° mag radial and the Dayton, Ohio VOR 061° mag radial.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 12, dated August 21, 1956, as follows:

(1) Page 8 - On-Request Reporting Points, Under Designate: Correct Item 24 ISLE OF PALMS (Integrated) INTSXN by adding "MRA 2400 ft. "; and Item 25 ISLE OF PALMS VHF INTSXN by adding: "MRA 2400 ft.".

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 23 - Prescott, Ariz. - Correct WB telephone number to read: 1337.
(2) Page 23 - Little Rock, Ark. - Correct WB telephone number to read: FRanklin 4-0094*
(3) Page 24 - Jacksonville, Fla. - Correct CAA telephone number to read: ELgin 5-3601.
(4) Page 25 - Jackson, Miss. - Correct WB telephone number to read: 4-4454*
(5) Page 27 - Portland, Oreg. - Correct CAA telephone number to read: ATlantic 1-3013.
(6) Page 27 - Florence, S. C. - Correct WB telephone number to read: 6973*
(7) Page 27 - Kingsport, Tenn. (Tri-City) - Correct WB telephone number to read: 33-4310.
(8) Page 27 - Lubbock, Tex. - Correct WB telephone number to read: POrter 3-0750*.
(9) Page 29 - Bismarck, N. Dak. - Correct ASDO telephone number to read: CApital 3-3414.
(10) Page 29 - Portland, Oreg. - Correct ASDO telephone number to read: ATlantic 8-1192 and ATlantic 8-2216.
(11) Page 107 - (Ground) - Tampa, Fla. (Intnl Arpt.) - Delete rcvr check point.

TOWER FREQUENCIES ON C&GS AERO CHARTS: Control towers which guard 122.7 mc instead of 122.5 mc for VHF communication with private aircraft will be so indicated by note in the "Remarks" column of the aerodrome tabulations on the back of the appropriate Sectional and Local Aeronautical Charts of the Coast and Geodetic Survey. Such notes now appear on the Chicago Sectional dated June 15, 1956, and the New York Sectional dated June 28, 1956, and will be shown on the next scheduled printings of the other charts concerned.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	Month and day item was reported.
**	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.
BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. (8-21)
BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)
HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)
MT. MANNING BEACON SITE 28, MEM-TPA: Effective Aug 31, bcn will be discontd. (8-6)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise

ALABAMA: MUSCLE SHOALS-RADIO: from stn n ot usable beyond 15 n mi acct scalloping and bends. (4-22)
**OZARK ARPT: New fld. Type: L. Lat 31-27-30, long. 85-37-15. Lctn: 2.0SE. Elev: 358'. No. of rnwys 1 - 2000' x 200' -sod. Lngst rnwy & facs: 20. Remarks: Drive-in theater S.
RED BAY MUN ARPT: Clsd-const. (7-26)
ARIZONA: AJO ARPT: Beacon lights inoperative (6-18)
**CHANDLER-RIGGS ARPT: ABANDONED. (6-11)
**CHLORIDE-SHEP'S PLEASANT VALLEY: Delete from records.
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
GILA BEND-SPECIAL NOTICE: Captive balloons anchored on 1500 ft cables will be flown 1100 Mon thru 1100 Fri on 24 hour basis at Dateland and Gila Bend Aux AFB. Lgtd by one red light ngts. Extreme caution advised at low alts near these locations. (8-23)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (8-23)
HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30)
**KINGMAN-SEARCHLIGHT FERRY ARPT: Delete from records.
**PARKER ARPT: Delete from records.
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
**SEDONA-OAK CREEK ARPT: New fld - Type: P. Lat 34-50, long. 111-47. Lctn: 2 mi SE. Elev: 4800'. No. of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2. (5-7)
TUCSON-RADIO: VOR/DME coverage: 360°-050° 35 n mi 11,000'; 050°-060° 22 n mi 11,000' 060°-075° 35 n mi 11,000'; 075°-085° 21 n mi 11,000'; 090°-170° 40 n mi 12,000'; 225°-230° 40 n mi 7,000'; 330°-345° 35 n mi 11,000'; 345°-360° 25 n mi 11,000'. (7-17)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)
ARKANSAS: **ARKADELPHIA, #24, DAL-LOU: Permanently discontinued. (8-15)
EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)
FT. SMITH-RADIO: About Sept 5, VOR will be shut down until approx Oct 5, modernization.
HARRISON ARPT: Fld clsd ngts.
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns- const. (3-1)
**PRESCOTT ARPT: Abandoned. (8-27)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320°, 120°-150° and 200°-210° unusable acct bends & course roughness. (10-14) About Sept 5, VOR will be shutdown until approx Oct 5. (8-2)
CALIFORNIA: **ADELANTO-GREY BUTTE ARPT: Abandoned. (5-28)
**ALTURAS ARPT #1: 50' TV antenna on top of bldg on NE apch of main rnwy. (8-21)
AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)
**BAGDAD ARPT: Delete from records.
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CHINO PACIFIC ARPT: Clsd to all acft xcpt on official business PAC Airmotive Co. Equip on or near rnwys-caution. Rnwy 3-21 under const both ends. Rnwy 8-26 clsd.
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand. (6-15)
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
**EUREKA ARPT: 345' lgtd rdo twr erected 2.1 n mi SE(145°T) at lat 40-45, long 124-10. (8-21)

CALIFORNIA: FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000; 280°-320°, 26 n mi at 11,000'. About Sept 25, VOR will be shut down until approx Oct 10. During that period, the following arwys will not be usable: V-107 LAX-Maricopa Int; V-209 LAX -Int FIM 296°, SBA 013°; V-12 SBA-Saugus Int. (8-23)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000;120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down - relctn. (8-17) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd-usable length 6750'. Extreme caution apch end rnwy 11 large equip working in rnwy extension area. (7-5)

**FURNACE CREEK ARPT: (formerly Furnace Creek, 17, RIV-DLS). Reinstated. Type: L. lat 36-28, long. 116-52. Lctn: 2.0 NW. Elev: 211'. No. of rnwys: 1. Lngst rnwy & facs: h57. (8-22)

GLENDALE-RADIO: About Sept 14, ident homing fac will be changed from GLN to GCE.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress.

KLAMATH-McBETH ARPT: Closed. (6-13)

**LAKE HUGHES-SKY CASTLE: Abandoned. (6-25)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°,12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) ILS and LF rng during VFR conditions heavy simulated instrument apch traffic. (10-25) July 23, VOR shut down until approx Sept 5 - modernization. (8-23)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during ** arpt const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd - const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (6-27) N 800' apch end rnwy 16L perm clsd.

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16) About Sept 5, VOR will be shut down until approx Sept. 24. During this period the following arwys will not be usable: V-23 Long Beach - White Oaks Int;V-16 Ontario-LosAngeles; V-107,209 Fillmore-Los Angeles: V-201 Corbina Int-Berry Int; V-210 Daggett-Los Angeles.

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximtes the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

**LUCERNE VALLEY-RABBIT DRY LAKE ARPT: Delete from records.

**MOJAVE-MYER ARPT: Abandoned. (5-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisoo Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only. (8-20)

OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt NAG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

**PALM SPRINGS ARPT: 254' lgtd twr erected 1.4 n mi NW (303°T) at lat 33-50-46, long. 116-32-06. (8-12)

PAOS ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

**REDLANDS-FLYING INN-REDLANDS ARPT: (Formerly Redlands Arpt) Lngst rnwy & facs: 26-L4-S3. Fuel: F2. Rems: change to Rgt tfc E. Lgts on req after 2400. Rolling.

**RICE FLD: Abandoned. (6-14)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

SACRAMENTO-RADIO: June 28, VOR shut down. During this period the following Victor Arwys are affected: V-150 Sacramento to West Point intersection may be used utilizing 082° bear. from Sacramento LFR provided acft is equip. with ADF; MEA westbound 5000', Eastbound 8000'; Modesto VOR to Williams VOR direct MEA 3000'. Following arwys are not usable: V-23 Sacramento to intersection with V-200; V-195 Rio intersection to Williams; V-6 Rio intersection to Reno; V-6N Sacramento to Mt. Lola intersection; V-212 Auburn intersection to Reno. (6-28)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

**SACRAMENTO-BRANSTETTER ARPT: 574'(MSL) Antenna twr erected 3.9 n mi SE (152°T) at lat 38-35-16, 121-29-22. (7-6)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20° 43 n mi at 7000'.

**SAN ANDREAS-CALAVERAS COUNTY ARPT: New fld. Type P. Lat 38-11, long. 120-40. Lctn: 0.5 SE. Elev: 1200'. No. of rnwys: 1 - E/W. Lngst rnwy & facs: h20-*L4-S3. Fuel: F2. Remarks: No storage.

SAN DIEGO-RADIO: Aug 22, VOR shut down until approx Sept 12.

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

CALIFORNIA: SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach requested to make initial call to San Francisco Tower, freq 119.1 mc.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 345°-10°, 35 n mi at 4000'.
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (8-17)
SANTA MONICA-RADIO: TVOR radials 030°, 075°,210°260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
STOCKTON FLD: Rnwy 16-34 clsd. All taxiways xcpt taxiway A clsd. Excavation with hvy equip in progress in all clsd areas-mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
TULARE ARPT: Closed - reconstruction. (5-18)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
WILLIAMS-RADIO: Soon VOR will be shutdown until approx Sept. 17. During this period the following arwys will not be usable: V-195 Red Bluff - Sacramento; V-195W Williams - Rio Int; V212 Fort Ross Int - Coloma Int; V-200 Lakeport Int - Mt. Lola Int. (8-16)
COLORADO: CAMP HALE-CONTROLLED FIRING AREA: The following temporary Controlled Firing Area is established: Name: Camp Hale, Colo. Description: N-boundary-lat 39-40-00; E-boundary-long. 106-03-00; S-boundary-lat 39-21-00; W-boundary-long. 106-26-00. Altitudes: Surface to 20,000 ft MSL. Time of Use: Unlimited. Activities Conducted: Field artillery and mortar firing.. Controlling Agency: Commanding General, Ft. Carson, Colo. Effective date: August 1 - September 30, 1956.
COLORADO SPRINGS-PETERSON FLD TOWER: Soon lclzr and glide path will be shut down.
FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
CORTEZ-MONTEZUMA COUNTY ARPT: Clsd-const. Lgt acft use adj Ute Fld. (9-16)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. Two-way rdo required.
EADS ARPT: Emergency only - rough. (4-20)
KREMMLING-RADIO: July 17 VOR shut down. During this period VOR minimum reception altitude on V8 between Denver VOR and Grand Junction VOR via intersection of 263° radial Denver VOR and 047° radial Grand Junction VOR established at 19,500'. (7-19)
LONGMONT ARPT: NW/SE rnwy under const. (3-13)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
PUEBLO-RADIO: About Sept 1, VOR will be shutdown until approx Sept. 15. During this period the following arwys will not be usable: V-19 Kiowa - Raton; V-114 Pueblo - Dalhart; V-10, 10N Pueblo - Lamar. (7-31)
PUEBLO MEMORIAL ARPT: Caution-extensive const entire concrete ramp area. Men, equip on ramp days-hazard areas mrkd by flares ngts. (7-17)
CONNECTICUT: **ESSEX-DOANE ARPT: ABANDONED.
HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwys 9-27 clsd. Rnwys may be used for taxiing only. (7-23)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

CONNECTICUT: WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°,35 n mi at 3000';230°-360°,35n mi at 3000';360°-015°,35 n mi at 2500'.
WINDSOR LOCKS-BRADLEY FLD: No service, fuel, maintenance, or parking facs for transient military acft - repairs to ramp and hangar. (5-15)
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings.
**HARRINGTON ARPT: ABANDONED. (5-28)
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inop. FLD: Due to limited visibility, tower unable to control surface traffic on parking ramp.
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Maryland.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
**WASHINGTON NATIONAL ARPT: Rnwy 9-27 perm clsd-mrkd. Lmtd parking and taxiing W of taxiway #6. Taxiing east of taxiway #6 will be at discretion of ctl twr only. (6-20)
USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flights not hangared at WNA require prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Rnwy 36 closed lndgs and rnwy 18 closed take-offs daylgt hrs. Approach to rnwy 36 will be cleared during IFR conditions and night operations. 90' pile driver operg on apch end rnwy 36. (7-20)
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BREWSTER-SPECIAL NOTICE: 200'(346'MSL) lgtd steel stack being erected 1.3 n mi E.
**CLEWISTON-SUGARLAND ARPT: Reinstated. - Type: P. Lat. 26-44; long. 80-57. Lctn: 1 mi SW. Elev: 18. No. of rnwys: 3. Lngst rnwy & facs: 30-S3. Fuel: Fl. Remarks: P-lines N, NE, SW, trees NW. (8-15)
COTTONDALE BEACON SITE 28, NEW-JAX: Effective Aug 31, bcn will be discontinued.
**CRESTVIEW ARPT: 236' (441' MSL) lgtd rdo twr erected 1.7 n mi SW (207°T) at lat 30-45-56, long 86-35-06.
DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V 3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.
EVERGLADES ARPT: Closed - due construction.
FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operns. (8-13)
KEY WEST INTERNATIONAL ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. First 1500' rnwy 26 clsd. Rnwys 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (5-5)
KISSIMEE BEACON SITE 8, SPG-DAB: Effective Aug 31, bcn will be discontinued. (8-6)
LUTZ BEACON SITE 70, MEM-TPA: Effective Aug 31, bcn discontinued. (8-6)
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel for civil acft. No itinerant landings runways 18R-36L and 8L-26R. (5-16)
MIAMI-RADIO: About Sept 20, W course LFR will be realigned from 093° to 095°.(8-28)

FLORIDA:

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)

MIAMI(KROME) BEACON SITE 19, TPA-MIA: Effective Aug 31, bcn will be discontd.(8-6)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.

**PANAMA CITY-CITY AIRPARK: Abandoned. (7-23)

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)

**PANAMA CITY-SKYLAND ARPT: 200' (215'MSL) lgtd rdo twr 2.1 n mi E (115° T) at lat 30-09-50, long 85-39-05. (5-15)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Monday thru Saturday. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000'and 10,000'.

ST. AUGUSTINE-FAIRCHILD-ST.AUGUSTINE ARPT: Rnwy 16-34 closed-parked aircraft.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°.(6-23)

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE , at lat 30-05, long 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500 ft. unless in contact with and cleared by MacDill AFB twr. Military acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500 ft. unless in contact with and cleared by appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 30 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitudes sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb. 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 4, freq 348.6 mc will be discontd. UHF-equipped acft are req to contact Atlanta Center on 301.4, 307.9, 324.7, 353.7 or 360.6 mc. (8-17)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: VOR courses 350°-30° unusable acct bends and roughness.(3-17)

Caution - all courses LFR have moderate to severe multiples. (8-29)

COLUMBUS ARPT: E/W rnwy clsd - const. (8-14)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

ROYSTON-RADIO: VOR/DME shut down July 9 until approx Sept 10. Temp change in MEA during shut down period V20 ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'. (7-9)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40n mi. SW and SE quads unreliable below 10,500' beyond 40n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs - const adj S end. (4-3)

**BOISE-CAMPBELL ARPT: Formerly carried as Boise, Major's Arpt. (5-26)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

**CALDER ARPT: Abandoned. (6-30)

DIXIE USFS ARPT: Closed - const.

**IDAHO FALLS-FANNING FLD: Formerly carried as Idaho Falls Municipal Airport.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft. MSL.

BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1) About Sept 17, VOR/DME will be shut down until approx Oct 26 - modernization. (8-2)

**CHERRY VALLEY-MORLIND ARPT: Formerly carried as Franklyn Arpt. (7-19)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft south of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng.

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20 mi. all azimuths, beyond 9 mi 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. (8-24) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg . Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up,parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)

CHICAGO-O'HARE INTERNATIONAL ARPT-TOWER: About Sept 20, TVOR will be cmsnd. Freq: 108.4 mc. Ident: ORD. Monitoring category (1), with voice. Lctd lat 41-59-22, long 87-54-10. (7-12) FLD: Due to non-visibility twr unable to ctl tfc 300'- 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1,2 and 3. Rnwy 14-32 clsd - const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)

**CHICAGO-SMITH SEAPLANE BASE: Three 255' (844'MSL) brick chimneys being erected 0.5 mi N. (5-4)

ILLINOIS: CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL.

EAST ST. LOUIS-OARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15: lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy.

ELMHURST ARPT: Effect. December 31, 1956, fld will be closed. (4-2)

**GALESBURG ARPT: A 355' (1130' MSL) lgtd transmitting twr erected 3 n mi SE (120° T) at lat 40-56-36, long. 90-20-39. (8-6)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic wea cmsnd Aug 13. (8-13)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long. 88-02-30. (4-12)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

PONTIAC-RADIO: About Sept. 4, VOR will be shut down until approx Nov 1 - modernization.

QUINCY-RADIO: Aug 29, ILS glide slope and lclzr shut down until approx Sept. 19. (8-29)

QUINCY-BALDWIN-QUINCY ARPT: Const 10' off either side and 50' off ends of rnwy 3-21 installing hi-intensity lgts. Men, equip. on fld. (6-29)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal building ramp - days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days.

SPRINGFIELD-CAPITAL ARPT: Men and farming, mowing equip. on fld - days.

WOODDALE-WOODALE MOODY ARPT: Clsd irregular intervals-flgt trng - mrkd.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21 and 87-26.

**AUBURN ARPT: 910' (1780' MSL)lgtd TV twr erected 4.0 n mi SSE (173° T) at lat 41-19-59, long. 85-03-07.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'.

DECATUR-HI-WAY ARPT: (New Fld) - Type: P. Lat 41-40, long. 85-30. Lctn: 3 mi E. Elev: 841'. No. of rnwys: 1. Lngst rnwy & facs: 26-S3. Fuel: F1. Remarks: Soft-wet.

**EVANSVILLE-SKYLANE ARPT: 340' (820' MSL) lgtd twr erected 1.7 n mi SW (240° T) at lat 37-59-57, long. 87-37-06.

FORT WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. Aug 7, VOR shut down until approx Sept 30 - modernization.

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down until approx Sept 20. FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc serving N/S rnwy. DME lctd in laboratory

INDIANA: N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR COOK ARPT-TOWER: About Sept. 19, ASR will be shut down until approx Oct 10. (8-29) FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Landing FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr.

LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson proving Grounds. All acft are warned to keep clear of this area.

PERRYSVILLE-HIGHLAND ARPT: 180' (911' MSL) lgtd twr being erected 12 n mi SW (210° T) at lat 39-53-48, long. 87-36-25.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc. Trans and rcvs 118.5, 121.5, 121.9, 126.18, 236.6, 243.0 mc. Rcvs: 122.5 mc, 3023.5 kc. Hours of opern: 0600-2200.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CEDAR RAPIDS-RADIO: VOR operg experimentally. Freq: 115.8 mc. Voice ident only.

**DES MOINES ARPT: 250' (1067' MSL) unmrkd concrete chimney being erected 5.9 n mi WNW (303° T) at lat 41-35-41, long. 93-42-16. (7-9) Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

MASON CITY-RADIO: About Sept. 4, VOR will be shut down until approx Nov. 1.

OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft wide.

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. Soon, VOR/DME will be shut down until approx Sept. 27.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men and equip. on rnwys, taxiways and ramp all hours - check latest NOTAMS for rnwy closures.

**VILLISCA-TYLER AROT: Abandoned. (5-28)

VINTON-MILROY ARPT: 1398' (2398' MSL) lgtd TV antenna being erected 10 n mi NE (48° T) at lat 42-17-39, long. 91-53-10. (8-13)

WATERLOO MUN ARPT: Due to non-visibilty twr unable to ctl tfc on portion of ramp W of hangars.(6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (3-22)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-29)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days.

**HORTON MUN ARPT: Rnwy lgts installed on N/S rnwy. (6-21)

HUTCHINSON-RADIO: July 16, VOR shut down. - nodernization.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL.

[redacted]: **LEOTI ARPT: Abandoned. (7-19)
**LIBERAL ARPT: 680' (3504' MSL) lgtd TV twr erected 2.0 n mi E(110°T) at lat 37-02-09, long 100-54-36. (6-29) 100' lgtd oil derrick erected between intersection of the two N/S rnwys and the two NW/SE rnwys. NW/SE and N/S rnwys clsd to tfc. (7-24)
OSBORNE ARPT: Strip lgts inop.
OTTAWA ARPT: Use turf strips with caution. (2-2)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
**PRATT ARPT: A 251'(2201' MSL) lgtd rdo antenna erected 2.5 n mi SSE(153°T) at lat 37-39-35, long 98-43-00. (8-1)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
**TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only. 105' (1211' MSL) lgtd water storage tank erected 2.2 n mi SSE at lat 39-01-40, long. 95-37-00. (8-6)
WICHITA ARPT: Mowing equip on fld-days. Acft remain on concrete area. Sod unsafe.
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5kc, 122.5 mc. Listen 278 kc, 119.5 mc or rng voice channels. (8-20).
**WICHITA MUN ARPT: 708' TV twr 8.0 mi NE, lat 37-45-01, long 97-18-12, dismantled to 375' permanent level, marked and lighted. (8-16)
[redacted]: CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR-W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Remarks: Strip to open approx July 1. Caution when wet. (3-15)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
**GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: 540' (1040' MSL) lgtd antenna twr being erected 10 n mi S (170°T) at lat 36-50-27, long. 88-15-27. (8-15)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE STANDIFORD FLD-TOWER: May 21, ILS glide slope & MM shutdown. (6-8) FLD: About Oct 1, radar arrival control will be available.(829) Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for runway extension. Const. equip. on fld. Due to limited servicing and parking facilities, acft having gross landing weight of less than 30,000 lbs use Bowman fld. Const E end rnwy 24. Const. work begins at ends of rnwys 6, 11 and 29. (6-14)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)
[redacted]: **ALEXANDRIA-ARPT: Perm closed. (7-31)
**BATON ROUGE-DOWNTOWN ARPT: 30' poles installed approx 350' N of N bndry. (7-6) Fld clsd intermittently Sept 2 - 0700C-1930C-model airplane show-mrkd with white cross during closure. (8-9)
BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)
**FRANKLINTON-GREEN ARPT: Perm closed. (7-31)

[redacted]: **HOWARD-KELLY ARPT: Perm closed. (7-31)
**JACKSON-HOLLOWAY ARPT: Perm closed. (7-31)
**LAKE ARTHUR ARPT: Perm closed. (7-31)
**LONGVILLE ARPT: 188' (270' MSL) lgtd twr erected 4.5 n mi SE (122°T) at 30-33-34 long 93-08-55.
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0630-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. Soon VOR will be shut down until approx Sept 13. (7-18)
**MORGAN CITY-BROWN & ROOT ARPT: Perm closed. (7-31)
NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.
NEW ORLEANS-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 5, freq 384.6 mc will be discontd and 317.5 mc cmsnd. Request UHF-equipped acft contact New Orleans Center on 274.3, 301.4, or 310.4. (8-22)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down until approx Oct 6 - relctn. (8-6) FLD: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
**VINTON-BREAUX ARPT: Perm closed. (7-31)
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
[redacted]: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
**BROWNVILLE JCT-PRAIRIE ARPT: ABANDONED. (6-27)
HOULTON ARPT: Rnwy 1-19 clsd ngt opern. Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. (8-9) 105' (894' MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of airport.
LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.
MILLINOCKET ARPT: Apron clsd all operns-const. (7-30)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open day lgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const.
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
SANFORD ARPT: Drag races will be held 0800-1700 on Sept 9, 23 and Oct 7. (5-28)
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
[redacted]: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.
FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy, temp. rescinded.
HAGERSTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)
SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: ILS glide slope and lclzr shut down. Soon folling ILS components will be cmsnd: lclzr freq, 109.5 mc, with voice. Ident: BED. Lctd 1650' from E end of E/W rnwy. Glide slope freq 332.6 mc, lctd 400' N of centerline and 1350' from apch end of E/W rnwy. (8-3) FLD: Rnwy 5-23 clsd xcpt for taxiing and parking.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by Civil Aeronautics Regulation 60.2. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution-const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L-lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg system rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present predominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by twr. About Aug 27, apch lgtg sys will be inop for approx 21 days - const. (7-30)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns venty Otis AFB. When IFR contact RAPCON on 122.5mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle.

ORANGE ARPT: All rnwys clsd Sun. Sept 16 and Oct 21 from 1300 to 1800-fld mrkd. (5-24)

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)

BIG BEAVER ARPT: E/W rnwy soft - spring thaw. N/S rnwy - emerg only.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft. 12,500 lbs gross and over xcpt on pilot's req. (6-27)

DETROIT-WAYNE MAJOR AIRPORT-TOWER: About Sept 17, lclzr and glide slope will be shut down until approx Oct. 20. (8-6) FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

**EAST TAWAS-IOSCO COUNTY ARPT: 300' (919'MSL) lgtd guyed twr erected 4.5 n mi SW (222°T) at lat 44-14-30, long. 83-33-45. (8-2)

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

FLINT-BISHOP ARPT: Acft restricted to hard surfaces -sod soft. (4-10)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwys 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

**GRAYLING-McNAMARA ARPT: Open to civilian operations. (6-6)

MICHIGAN: HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

IRON MOUNTAIN-FORD ARPT: N/S rnwy under const. (8-1)

JACKSON-REYNOLDS ARPT: 306' (1341'MSL) lgtd antenna being erected 10 n mi W (270°T at lat 42-16-14, long 84-39-23.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-RADIO: July 9, VOR shut down until approx Sept 1. (7-19)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. About Sept 17, lclzr & glide slope will be shut down until approx Oct. 20. (8-6) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - constn of fld. Men, equip. on fld. (6-5) Taxiway under const connecting the ramp area to end of rnwy 27. (6-25)

**LAPEER-DUPONT-LAPEER ARPT: Formerly carried as Lapeer Arpt. (5-21)

LITCHFIELD-RADIO: Aug 6, VOR/DME shut down until approx Sept 30-modernization.

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MARQUETTE-COUNTY ARPT: Closed - const. (5-16)

MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of NS rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)

MENOMINEE COUNTY ARPT: Closed-const. (7-31)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)

PONTIAC MUN ARPT: Const W of fld. (8-21)

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)

ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables strung between 552' twrs and mainland strans of Mackinac Bridge. (5-24)

SAULT STE MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. (8-8)

SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. (7-26)

**TAWAS CITY ARPT: Abandoned. (7-17)

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.

MINNESOTA: BARNESVILLE ARPT: New arpt under const within city limits. Lat 46-38-50, long. 96-25-30. NW/SE strip 2600' x 200'. Clsd all operns. (4-4)

CLARISSA RPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

**CLEVELAND-LAKE JEFFERSON ARPT: Abandoned. (7-20)

DULUTH-RADIO: July 11, VOR shut down until approx Sept. 25. (8-29)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld-days.

GRAND RAPIDS MUN ARPT: N/S rnwy under const. WNW/ESE, NE/SW and side of N/S strips usable with caution.

**HOWARD LAKE-FRANK ARPT: Abandoned. (6-29)

**ISLE ARPT: New fld. Type: L. lat 46-06-03, long. 93-27-42. Lctn: 0.5 N. No. of rnwys: 1. E/W - 2325' x 160 (turf). No lgts, storage or fuel.

MANKATO MEMORIAL ARPT: Rnwy lgts inop. (7-28)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

**MONTEREY TRI-MONT ARPT: Abandoned. (7-20)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-const in progress rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lndgs.

MINNESOTA:**SHERBURN ARPT: Abandoned. (7-20)
**SILVER LAKE ARPT: 228' (1290'MSL) lgtd guyed rdo twr erected 10.5 n mi SSE(160°T) at lat 44-45-58, long 94-10-10. (8-1)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
WORTHINGTON ARPT: N/S rnwy closed - const - machinery on other rnwys. (7-2)
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius. Effective Aug 24, 1956 NE/SW rnwy clsd - const. (8-24)
GREENWOOD-RADIO: Freq 3023.5 kc unreliable. About Sept 20, LFR will be shut down.(8-30)
**GREENWOOD MUN ARPT: Sept 5, obstn lgts on LF range will be discontinued. (8-16)
GULFPORT ARPT-TOWER: UHF/DF operd by Air Force from 1200-2400Z Sept. 9-14. Trans and rcvg 121.5, 126.18, 137.88, 236.6, 243.0 and 121.3 mc. Rcvg 122.5 mcs. (8-24)
FLD: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat - one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

MERIDIAN-RADIO: VOR radials 30° - 90° usable; other courses unusable acct bends, roughness, and course displacement. (5-16)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd - very rough - marked. (5-23)
NATCHEZ-ADAMS COUNTY ARPT: About August 22, a 140' (367'MSL) drilling derrick will be erected at lat 31-36-00, long 91-17-00. (7-13)
YAZOO CITY-BARRIER ARPT: Effective August 1, erection begins on 300'(580'MSL) twr 5.4 n mi SSW (210°T) at lat 32-47-55, long 90-22-24. (6-22)
MISSOURI: COLUMBIA-RADIO: Aug 16, VOR/DME shut down until approx Sept 17.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 acft Mon - Fri. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
KANSAS CITY-RADIO: Moderate multiples all courses LFR.
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution- men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc info prior entering Kansas City control zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and heavy equipment in this area during daylight hours will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar-area mrkd. 55' (976'MSL) lgtd boom on top travelling derrick in opern on new Missouri River Bridge at lat 39-08, long 94-35. Open trench along N taxiway from term area N to E/W rnwy then W on S side of E/W rnwy and at intsxn of rnwy 35 and 21-approx length 150'. Open trench 18" deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip on fld and crossing N taxiway.(6-27) Effect. Aug 26, 70'(830'MSL) lgtd pile driving equip will be operg 1400' NE and 400' E of extended center line of rnwy 18. (8-4)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.(8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by : lat 38-51, long 90-35 N to lat 38-54, long 90-35 NNW to lat 39-00, long 90-39 W to lat 39-00, long 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi. between 2500' and 5500' MSL.
ST. LOUIS-RADIO: About Sept 4, VOR will be shut down until approx Nov 1 - modernization.
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys apchs rough and unusable. Grass area closed.
ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs. - mrkd. Aerobatic area for student training: Bounded by long 90 -00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft MSL. (5-25)

MISSOURI: ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft. (12-2)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
**WEST PLAINS-SKY HAVEN ARPT: Effect. Sept 1, delete from records - clsd.
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down - relctn. (7-2)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°,35 n mi at 11,000'.
CUT BANK-RADIO: Aug 3, VOR shut down until approx Oct 3. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank. (8-3)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
**DIXON ARPT: Abandoned. (7-23)
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned. (7-18)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Following gross weight restrictions in effect: rnwys 5-23 and 7-25 30,000 lbs; rnwy 11-29, 70,000 lbs. (4-12)
**HELENA-MORRISON ARPT: Formerly carried as Herrin Field.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiply spread 7° at 30 n mi which progresses outwards with distance.
**NINEMILE ARPT: Abandoned. (6-30)
ST. IGNATIUS ARPT; Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
CHADRON ARPT, SITE 15, CYS-HON: NNE/SSW rnwy clsd-const. Caution - WNW/ESE rnwy. (6-26)
LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (7-3)
OMAHA-RADIO: VOR/DME shut down - modernization. (8-16)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEBRASKA: WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°,35 n mi;240°-300°,17 n mi;300°-360°,43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flight within a 200-mi radius should be on alert for special NOTAMS which will restrict flight in certain areas. (2-2)

LAS VEGAS-RADIO: The Crystal FM on NE course, decmsnd and being relctd to a site approx 12 mi NE of present site and name will be changed to Logandale FM. During this period the MEA will be affected as follows: V 8, V 21 Mormon Mesa-Las Vegas 8000'; Amber 2 Enterprise-Las Vegas 10,000'. (8-16)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000;115°-130°,26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000;270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35° and 45°-85°,35 n mi at 11,000'. DME coverage 45°-75°,43 n mi at 10,000';75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Only VOR arwy radials flight-cheched. About Sept 4,VOR will be shut down until approx Nov 4 - modernization. During this period, following arwys will not be usable: V-6 BAM-LWL; V-32N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239° - MEA 13,000'. (8-23)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri. (Telephone Concord, Capital 5-6611, Ext. 211 or acft in flight call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Telephone Capital 5-6151 or acft in flight call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'

**FRANKLIN ARPT: ABANDONED. (8-6)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

KEENE-RADIO: Soon "Z" marker associated with H fac will be decmsnd. Class: HW.

NASHUA-BOIRE FLD: Caution - banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - nights - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NASHUA-GATE CITY ARPT: Closed - unsafe for acft. (8-10)

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate rougnness all quads. (2-16)

LAKEHURST NAS-RADIO: Navy LF rng and homing fac inop until approx Oct 1. (8-17)

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (8-20)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEW JERSEY: **NEWARK ARPT: 130' cranes operg in seaport area E of apch end of rnwy 29 (8-16) ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N closed to all operations from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**RAHWAY-WESTFIELD: ABANDONED.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT-TOWER: About Sept. 28, LMM will be cmsnd, with voice. Freq: 326 kc, ident: EB. (8-20) FLD: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Runway 32 closed for take-offs, rnwy 14 closed for landings. Runway 14-32 available nights only on special request. Equipment on field - days. Construction adjacent to all paved surfaces. Helicopter landing area now located 700' South control tower, adjacent to to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. Effect. June 15, 2 way rdo rqrd at all times.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only,due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. (7-12)

NEW MEXICO: **CARLSBAD ARPT: 340' (3690' MSL) lgtd rdo twr erected 4.3 n mi NNW (358°T) at lat 32-25-42, long 104-16-01. (8-20) Runway work in progress on rnwys 3-21 and 32L-14R. Usable. Open ditches alongside. Flare pots for night lndg on request.

CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000' Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (4-30)

**ENCINO-POTTER RANCH ARPT: Delete from records.

FARMINGTON ARPT: Rnwy 6-24 clsd construction. (8-21)

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset

**GRANTS ARPT: 149' (6629'MSL) unlgtd twr erected 1.5 n mi ESE (132°T) at lat 35-09, long. 107-52. Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

**LOVINGTON-HOBBS ARPT: Delete from records.

LOVINGTON-LEA COUNTY ARPT: Closed all tfc-due oil drilling. (7-27)

**MESA ARPT: Delete from records.

**MORIARTY-LONGHORN ARPT: Delete from records.

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

SANTA FE (NEW) MUN ARPT: Taxiways to all rnwys xcpt 20 clsd-const. Use rnwys for taxiing. Equip occasionally crossing rnwys 10-28. Flagman at crossing point. Rnwys 15-33 clsd-const. 3000' extension under const at apch end rnwy 2. Additional ramp const in progress adj present ramp and taxiway to rnwy 20. (8-7)

**SHIPROCK ARPT:(Formerly carried as Shiprock-Indian Service.) (6-23)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **AMITYVILLE-ZAHNS ARPT: Rgt tfc East and South. (6-21)

**BETHPATE-GRUMMAN ARPT: Hours of opern: 0600 - 1730, Mon. thru Sat. (8-9)

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

**CALVERTON-PECONIC RIVER ARPT: Type: L. Lctn 2.0 W. Elev: 75'. Lngst rnwy & facs: h100-BL6. Remarks: RESTRICTED TO FACTORY USE. Effect Aug 15, hrs of opern will be 0700-2300, Mon thru Sat. (8-5)

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

FULTON ARPT: Fld will be clsd 1100-1800 on Sept 9, 23 - drag races. W end of E/W rnwy will remain open.

HUGUENOT-RADIO: About Sept. 1, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long. 74-35-29. Elev: 1308'MSL. Monitor. category (I). Monitored from Wilkes-Barre-Scranton, Pa. Variation: 11°W. (6-8)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.

✱IDLEWILD-RADIO: Effect. Aug 26, scheduled weather broadcast preceded by the preamble "This is Idlewild, LaGuardia, Colt's Neck, N.J., Wilton, Conn., & Caldwell, N.J., Rdo", changed to "This is New York Radio". The broadcasts will continue to be made on the freqs of Idlewild, LaGuardia, Colt's Neck, Wilton, & Caldwell rdos. (8-24) VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

ISLIP-MacARTHUR ARPT-TOWER: About Aug 17 ILS will be shut down approx four days-modernization. (7-20)

KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (5-11)

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY-SPECIAL NOTICE: Cooperation of all pilots urgently requested in behalf of public attending nightly performances at Jones Beach Marine Theater to avoid flying over or in vicinity of theater between 8:00 and 11:00 p.m. (8-22) Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N. J.

✱NEW YORK INTERNATIONAL (IDLEWILD) ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Aug 31, freq 125.7 mc decmsnd. Rcvd too late for ANRA page.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: Aug 20, TASR shut down until approx Sept 10-modernization. FLD: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road over-pass. Caution - taxiway A- acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd-avail taxiing only. (4-2) Taxi-way H now in opern. (4-12) New extension taxiway temp LL from rnwy 13L-31R to taxiway A open for full opern. Lgtd ngt. Temp taxiway LL extended from taxiway A to taxiway C open for use. Mrkd by delinerators. Caution - shoulders unstable. Follow centerline all taxiways (8-21)

NEW YORK LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea No UHF freqs avail for twr contacts. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22,27,13,31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft. General trucking, 40' crane, men, equip operg along inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd flags-days and lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (6-28)

**NEW YORK-ROCKAWAY ARPT: Rgt tfc N, NE, E, SE. (6-21)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

**PRATTSVILLE ARPT: Abandoned. (7-23)

ROCHESTER ARPT-TOWER: About Sept 17, ILS will be shut down until approx Sept 20 - freq change: lclzr from 108.3 mc to 109.5mc, glide slope from 335 mc to 332.6 mc. (8-3)

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using left hand pat at 1878'MSL. (4-28)

**SELKIRK ARPT: Abandoned. (7-20)

SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800' Apch lgts inop. (6-8)

UPPER ST. REGIS LAKE: Closed operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°

**VICTOR-FARMINGTON ARPT: Abandoned. (6-17)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER CO. ARPT-TOWER: About Sept 4, ILS will be shut down until approx Sept 7. Lclzr freq will be changed from 108.1 mc to 109.7 mc; glide slope from 334.4 mc to 332.2 mc. (8-3) FLD: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA: **CHARLOTTE-DOUGLAS ARPT: Rnwy 11-29 clsd perm to all acft over 30,000 lbs gross wt.

**ELKIN ARPT: Abandoned. (5-28)

FT. BRAGG-POPE AFB-RADIO: USAF LFR to be used for homing only. (8-15)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005° 040°-050° and 310°-325° not usable account excessive roughness and bends. (8-4)

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facilities shut down - relocation. Glide slope flyable to 20 feet above runway. No touchdown point. (7-17)

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn account scalloping and bends. (10-19)

[redacted]: KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-m radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

**NORTH CAROLINA COAST-WARNING AREA: Effect. Aug 31, Warning Area-(W-72) will be revised as follows: Description: Beginning at lat 36-00-00 long. 75-34-30; thence east to lat 36-00-00. 73-00-00; thence southerly to lat 35-07-00, long. 73-09-00; thence southwesterly to lat 34-52-00, long. 73-16-00; thence southwest to lat 34-35-00, long. 73-43-00; thence northwest to lat 35-56-40, long. 75-32-40; thence northwesterly 3 n miles from and parallel to the U.S. shoreline to lat 36-00-00, long. 75-34-30, to the point of beginning.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 80°-100°, 125°-145°, 175°-245°, 260°-290° unusable acct excessive roughness and bends. (8-17)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Boundary lgts inoperative. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

**WINSTON SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm clsd. (6-22)

NORTH DAKOTA: ANTELOPE: About Sept 6 erection will begin of a 200'(2677'MSL) lgtd temp telco test twr at lat 46-44-09, long. 102-06-27. Dismantling will start about Sept 20. (8-6)

BISMARCK: Soon, erection will begin on a 200'(2101'MSL) lgtd temp test twr at lat 46-49-32 long 100-46-00. Dismantling will start about Sept. 10. (8-6)

**BRADDOCK-RAMBOUGH ARPT: Abandoned. (7-24)

**BUTTE-AIR VALLEY ARPT: Abandoned. (7-24)

DICKINSON-RADIO: About Sept 4, VOR will be shut down until approx Nov. 1.

**DICKINSON ARPT: About Sept 12, erection will begin of a 200' (2830'MSL) lgtd telco test twr at lat 46-53-23, long 102-39-42. Dismantling will start about Sept. 26. (8-6) 621' (3556' MSL) lgtd guyed TV twr erected 6.0 n mi SSW (228°T) at lat 46-43-30, long. 102-54-58.

**EDGELEY ARPT: Abandoned. (7-24)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

**FORMAN ARPT: Abandoned. (7-24)

FRYBURG: About Sept 6, erection will begin of a 200'(3065'MSL) lgtd temp telco test twr at lat 46-53-19, long. 103-19-37. Dismantling will start about Sept 30. (8-6)

**HAZEN ARPT: Abandoned. (7-24)

**HILLSBORO-EIDUM ARPT: Abandoned. (7-24)

JAMESTOWN-RADIO: July 13 VOR/DME shut down until approx Sept 16. Disregard spurious signals. (7-16)

MADDOCK ARPT: Closed-construction. (6-10)

**McCLUSKY-BECK ARPT: Abandoned. (7-24)

**MENOKEN-DUTTON ARPT: Abandoned. (7-24)

**MILNOR ARPT: Abandoned. (7-24)

MINOT-RADIO: VOR shut down until approx Sept. 1 - modernization (7-31)

NEW SALEM: Soon erection will start on a 200'(2588'MSL) lgtd temp telco test twr at lat 46-47-00, long. 101-24-10. Dismantling will begin about Sept. 14. (8-6)

**OAKES-DITCH ARPT: Abandoned. (7-24)

SENTINEL BUTTE: About Sept 23, erection will begin of a 200(3600'MSL) lgtd temp telco test twr at lat 46-52-05, long 103-50-02. Dismantling will start about Oct. 7. (8-6)

**STERLING-APPLE CREEK ARPT: Abandoned. (7-24)

**WARWICK-CAMPBELL ARPT: Abandoned. (7-24)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

[redacted]: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. Rnwy 6-24 clsd-const. (8-17)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° east runway 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27)

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic -- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Closed until September 1, 1956-const. (4-12)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas, flagged and lgtd. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way radio capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. (7-12) Const of north concourse in progress 800' N from main terminal. (5-17)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only-steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.

COLUMBUS-RADIO: VOR shut down - relctn VOR will be relctd to Appleton, Ohio at lat 40-09-04, long. 82-35-23. (7-5)

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of acft. VFR Jet Traffic Rules - TakeOffs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt ctl zone. Enter. ctl zone maximum airspeed 250 knots. Maintain 2,000' MSL until on base leg for landing apch. VFR Multi-engine Rules - Take offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2,000' MSL until on base leg or if a straight-in apch is used maintain 2,000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240° This area not to be used for IFR opern acct unreliable course indication during period of interference (5-23)

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (5-2)

DAYTON-MONTGOMERY COUNTY ARPT: Closed-const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S runway closed. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Caution- grading on N side of E/W rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)

OHIO: PUT-IN-BAY ARPT: Caution - blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution- controlled jet tfc operg off fld. (9-29)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.
WOOSTER ARPT: NE/SW rnwy clsd - const.
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.
ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.
OKLAHOMA: **ADA-MYERS ARPT: Abandoned.
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
**BRISTOW ARPT: Delete from records.
**CHATTANOOGA ARPT: Delete from records
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
**COLBERT-BURNS RUN ARPK: Delete from records.
**DAVIS-FLYING "L" RANCH ARPT: Delete from records.
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)
**ELMORE CITY-HENNINGER ARPT:. Delete from records.
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
**GUTHRIE ARPT: 205' (1305' MSL) lgtd rdo twr erected 9 n mi E (95° T) at lat 35-46-04, long. 97-14-44. (8-2)
**KINGSTON-CANEY CREEK ARPT: Reinstated. Type: L. Lctn: 4.3 SSE; lake S. Elev: 661'. No. of rnwys: 1. Lngst rnwy & facs: 21. Remarks: Soft when wet.
LAWTON-RADIO: About Sept 5, VOR will be shutdown until approx Oct 5 - modernization.
**LEXINGTON-PURCELL ARPT: Delete from records.
**LONE WOLF-HOHMANN ARPT: Delete from records.
MANGUM-PONDER ARPT: Closed.
**MARIETTA-HICKORY CREEK ARPT: Delete from records.
**OKEMAH ARPT: Delete from records.
**OKLAHOMA CITY-WILL ROGERS ARPT: 200' (1500' MSL) lgtd micro-wave twr erected 9 n mi ESE (110° T) at lat 35-22-06, long. 97-26-32. Bcn has been relctd from W side of fld to atop ctl twr on E side of fld.
**PHAROAH-TRI CITY AIRPARK: Abandoned.
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
**STILLWATER-SEARCY ARPT: 300' (1380' MSL) lgtd rdo twr erected 5.7 n mi SSW (202° T) at lat 36-03-45, long. 97-08-35.
**STROUD ARPT: 204' (1224' MSL) lgtd rdo twr erected 7 n mi W (275° T) at lat 35-49-04, long. 96-48-17.
**TIPTON ARPT: Delete from records.
**TISHOMINGO ARPK: Deltet from records.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. Rnwy 3R-21L daylgt hrs only. Rnwy lgts inop.
**WALTERS ARPT: Delete from records.
**YUKON-CIMARRON ARPT: Delete from records.
OREGON: AURORA FLIGHT STRIP: Auto drag races will be conducted Sept 16 and 30.
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd to 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
CASCADE LOCKS-STEVENSON ARPT: Caution - paving of rnwy.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution.
EUGENE-MAHLON SWEET ARPT: About Sept. 7, apch lgts N/S rnwy will be decmsnd - rnwy const. (8-22) Half of taxiway 12 from Administration bldg to SE end of field clsd hazard mrkd.

OREGON: HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'. 275°-305°, 26 n mi at 10,500'. About Sept 17, VOR will be shut down until approx Oct 5 - modernization. During this period, the following arwys will not be usable: V-25 RBL-RDM V-122 LMT-Klamath Junction Int. (8-23)
KLAMATH FALLS-KLAMATH ARPT: Rnwy 14-32 and N half N/S taxiway clsd. Asphalt paving plant and power line 950' S rnwy 7-25 and 800' E of S end rnwy 18-36 - max height 45'. Caution - equip. crossing rnwys. (5-24)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Caution - const. (6-8)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use rgt tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. About Sept 20, VOR will be shut down until approx Oct 20, the following arwys will not be usable during this period: V-99 ONP-OLM; V-23W EUG-Sauvies "H".
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: Caution - const.
PORTLAND-RADIO: About Sept. 19, VOR will be shut down until approx Oct. 5. During this period the following arwys will not be usable: V-23 Eugene-Toledo Int; V-23W Sauvies "H" - Toledo Int; V-112, 182 Portland-The Dalles. DME unmonitored and without ident.
PORTLAND INTNL ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.
THE DALLES-RADIO: Aug 6, VOR shut down until approx Sept 9 - upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (8-6)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)
TROUTDALE ARPT: Use rnwys and taxiways only - sink holes developing in grass area.
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6.
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily Mon-Fri, 0800-1700. N bndry lat 40-01; S-lat 39-59-30; E-long. 77-47; W-long. 77-49.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5N, long. 77-15-48W, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

PENNSYLVANIA: HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HONESDALE ARPT: Dike construction on W end of rnwy - caution; equip and drag-line in operation. (8-28)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
**LANCASTER ARPT: Formerly Lancaster Municipal.
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)
PHILADELPHIA INTERNATIONAL ARPT-TOWER: About Sept 5, ILS will be shut down until approx Sept 12. Lclzr freq will be changed from 108.1mc to 109.3 mc; glide slope from 334.4 mc to 332.0 mc. Glide slope will be relctd.(8-3) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35 -mrkd days lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-RADIO: Soon VOR/DME will be shut down until approx Sept 17 - modification and installation of TACAN. (7-25)
PHILIPSBURG-ALBERT ARPT: Closed. (5-23)
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189.
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' by 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white boundary lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' by 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white boundary lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) Soon twr freq 236.6 mc will be decmnsd. (8-16) FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700', MSL. Rnwy dist mrkrs installed on rnwy 10-28. (12-7)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°,26n mi at 3500'; 180°-215°, 35n mi at 3500'; 215°-255°, 35n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA .
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans military acft practice operns prohibited.

SOUTH CAROLINA: BLACKSBURG BEACON SITE 18, ATL-LGA: Effective Aug 31, bcn will be discontd. (8-6)

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at MEA in all azimuths. (11-4)
CHARLESTON-AFB/MUNICIPAL ARPT: Soft dirt threshold rnwy 3-21. (7-11)
**CLEMSON ARPT: Abandoned. (8-1)
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temp MEA Columbia to Florence via V-56, 4000'. (4-10)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, and all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: 7200 ft rnwy 17-35 usable. 2300 ft N end closed - const. Rnwy lgts on 8-26 only. Rnwy 7-25 open. Caution - const. N/S taxiway closed. Ctc MYR for landing conditions. (8-27)
NICHOLS ARPT: Caution - const. (2-24)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.(3-20)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
**HURON-HOWES ARPT: 188' (1488'MSL) grain elevator erected 2700' S and 1600' E of extended centerline N/S rnwy at lat 44-22-25, long 98-14-00. Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
LEMMON ARPT: NW/SE rnwy under const. (7-26)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd-const. (6-5)
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 mile S.
WATERTOWN-RADIO: July 9, VOR shut down until approx Sept. 15 - modernization. (8-28)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
**BRISTOL-TRI-CITY ARPT: 120' (4360'MSL) lgtd rdo twr erected 14 n mi E(100°T) at lat 36-26-57, long 82-06-31.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FIELD: Effective Oct 1, 1956, all acft within arpt traffic control zone between sunset - sunrise must be equipped with transmitter and receiver capable of receiving instructions from control tower; during daylight, all acft must be equipped with receiver capable of receiving instructions from control tower. (8-23)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
NASHVILLE-RADIO: Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen int 5000'; McEwen to Nashville VOR MEA 5000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (8-22)
NASHVILLE-BERRY FLD: About August 13, erection will begin on 1380' (2049'MSL) lgtd radio twr 6.6 n mi NW at lat 36-08-50, long 86-49-53. (7-16) Rnwy 2R-20L clsd to all tfc as a rnwy. Use as a taxiway. Temp. 115' lgtd twr lctd 2500-3000' SE on centerline rnwy 15-33.
VESTA BEACON SITE #1,BNA-DCA: Effective Aug 31, bcn will be discontd. (8-6)

TEXAS: **ABBOTT-STANPHILL ARPT: Delete from records.(8-20)
ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping. (1-20)
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
** ALAMO-VALLEY STAR ARPT: Delete from records. (8-20)

TEXAS: ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
**ALPINE-ALTUDA RANCH ARPT: Delete from records.
ALVIN ARPT: About Sept 15, construction begins on a 432'(499'MSL) lgtd rdo twr 9.5 n mi W (277°T) at lat 29-28-08, long. 95-27-12. (8-21)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
**ANSON-STEEN ARPT: Delete from records.
AUSTIN-RADIO: About Sept 17, VOR will be shut down until approx Oct 15 - modernization.
AUSTIN-MUELLER ARPT-TOWER: About Sept 17, ILS MM will be shut down for several months.(8-30) FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)
**BAKERSFIELD ARPT: Delete from records. (8-17)
**BAKERSFIELD-LIGON RANCH ARPT: Abandoned. (6-4)
BEAUMONT-JEFFERSON COUNTY ARPT: ILS lclzr ant. shelter 12' high 2700' E centerline apch end rnwy 29 and glide slope bldg 15' high 400' W of centerline rnwy 11-29 and 1000' from apch end rnwy 11 under const-unlgtd. (7-6) 223'MSL lgtd drilling platform being erected 26 n mi SSW (195°T), at lat 29-33, long. 94-12.
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 5000' MSL 260°-300°.
**BORGER ARPT: 66' lgtd oil drilling derrick erected 935' N of arpt.
**BRACKETTVILLE-STADLER RANCH ARPT: Delete from records.
**CAMP WOOD-SHIELD RANCH ARPT: Delete from records.
**CANDELARIA-HOWARD ARPT: Formerly carried as Candelaria Arpt. (6-2)
**CARBON-QUARRY ARPT: Delete from records.
**CASTOLON-JOHNSON RANCH ARPT: Delete from records.
**CATARINA-BRISCOE'S CATARINA RANCH ARPT: Delete from records.
**CLAUDE-LOGSDON FARM ARPT: Delete from records.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. About Oct 3, VOR will be shut down until approx Nov 3 - modernization. (8-2)
**COMSTOCK-HAYES RANCH ARPT: Delete from records.
**COMSTOCK-KELLY RANCH ARPT: Delete from records.
**CROWELL-WHATLEY ARPT: Delete from records.
**CRYSTAL CITY ARPT: Abandoned. (8-17)
DALLAS-HIGHLAND PARK ARPT: Unlighted 34' pole-line 1250' N of N/S rnwy. (8-25)
DALLAS-LOVE FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000'MSL within 3 mi radius. Formation take-offs not permitted. Extensive pipeline const in progress vcnty of S end of N/S rnwy. 35' crane and ditchdigging equip in opern days. While ditch is open in line with S end rnwy will be clsd to N lndgs. S take-offs of all acft 12,500 lbs or more and all military acft xcpt liaison types. Taxiway serving S end of rnwy will be clsd at intervals. Hazard mrkd and lgtd-caution advised. (7-17)
**DELL CITY-PAULEY ARPT: Delete from records. (8-17)
**DEL RIO-TOWNSEND RANCH ARPT: Delete from records.
**DRIPPING SPRINGS-SHIELD RANCH ARPT: Delete from records.
**DRYDEN-KERR RANCH: Delete from records. (8-17)
**EL INDIO-CAGE RANCH ARPT: Delete from records.
EL PASO-RADIO: DME coverage 240°-265° 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1)

TEXAS: **ESPERANZA FLD: Delete from records. (8-17)
**FALCON-UTAH ARPT: Abandoned. (6-9)
**FT. STOCKTON-ALLISON HDQRS RANCH ARPT: Delete from records. (8-17)
**FT. STOCKTON-ELSENORE RANCH ARPT: Delete from records. (8-17)
**FT. STOCKTON-PUCKETT RANCH ARPT: Delete from records. (8-17)
**FT. STOCKTON-RACHEL RANCH ARPT: Delete from records. (8-17)
**FT. STOCKTON-WIN FLD: Delete from records. (8-17)
FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14)
FT. WORTH-AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 31, trans and rcvr 348.6 mc will be decmsnd. (8-15)
**FT. WORTH-CONN ARPT: Abandoned. (6-4)
**FT. WORTH-HICKS ARPT: Delete from records.
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)
**FREER MUN ARPT: Delete from records.
**GARLAND-VARO ARPT: Delete from records.
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
**GONZALES ARPT: New fld. Type: P. Lat 29-32, long. 97-28. Lctn: 0.5 NE. Elev: 350'. No of rnwys: 1. Lngst rnwy & facs: 33-S3. Fuel: Fl. Remarks: Caution - when wet.
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets, sunrise-sunset, within circular area with radius of 4.3 n mi centered at lat 28-17, long. 96-32.
**HALE CENTER-LANEY ARPT: Delete from records.
**HALE CENTER-LANEY FARM ARPT: Delete from records.
**HALE CENTER-MANN FARM ARPT: Delete from records.
**HAMLIN-ROUND TOP OIL CO. ARPT: Delete from records.
HARLINGEN-RICHARDS ARPT: 165' (205'MSL) lgtd temp derrick erected 5.9 n mi NNW (359°T) at lat 26-19-50, long. 97-46-45.
**HEREFORD-PAETZOLD ARPT: New fld. Type: P. Lctn: 1 mi SE. Elev: 3808'. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3. (4-28)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: Aug 30, VOR shut down until approx Sept 26. Freq will be changed from 114.1 mc to 115.9 mc. During shutdown, VOR flgts are authorized to utilize the Houston, LFR on all VOR arwys in lieu of Houston VOR. Bearings and MEAs used shall remain as charted. (8-30)
HOUSTON-GULF COAST ARPT: Closed. (7-1)
HOUSTON INTERNATIONAL ARPT: Caution-aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)
HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S and E/W rnwys clsd. Flg lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable (6-1)
**HOUSTON-SKY RANCH ARPT: Abandoned. (8-3)
**HUTCHINS-OUTPOST ARPT: Delete from records.
**ITALY-BELL BRANCH RANCH ARPT: Delete from records.
**JACKSBORO-RODEO CITY ARPT: Delete from records.
JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)
**JOHNSON CITY-WALLER FIELD: Delete from records.
**JUNO-MAYFIELD RANCH ARPT: Delete from records.
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
**KENT-FOSTER HDQRS RANCH ARPT: Delete from records. (8-17)
**KENT-NEVELL HDQRS RANCH ARPT: Delete from records (8-17)
**KENT-NEVELL #2 ARPT: Delete from records. (8-17)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
**LAJITAS-FOLKS BROTHERS ARPT: Delete from records.
**LAJITAS-HOOF & MOUTH PATROL #1: Delete from records.
**LAMESA-BROWN FARM ARPT: Delete from records.

TEXAS: **LAMESA-HOGG ARPT: Delete from records.
LA PORT ARPT: 136' unlgtd (161' MSL) derrick being erected 2.5 n mi S (163°T) at lat 29-37-55, long 95-02-54.
**LAREDO-LA MESA RANCH ARPT: Delete from records.
**LA PRYOR, PICKENS-COFFIELD RANCH ARPT: Delete from records.
**LITTLEFIELD-WHITE RANCH ARPT: Delete frm records.
**LLANO-LLANO COUNTY ARPT: Delete from records.
**LOCKNEY-BROWN FARM ARPT: Delete from records.
LOLITA-WALKER ARPT: On or about Sept. 16, const begins on a 305'(355'MSL) lgtd rdo twr 7.9 n mi NE(470°T) at lat 28-54-38, long 96-27-43. (8-21)
**LONGFELLOW-COX RANCH: Delete from records. (8-17)
**LONGFELLOW GARNER RANCH ARPT: Delete from records.
**LONGFELLOW-SLAUGHTER HQ RANCH ARPT: Delete from records.
**LONGFELLOW-WEST PYLE RANCH: Delete from records. (8-17)
**LONGFELLOW-YOAS RANCH: Delete from records. (8-17)
**LONGVIEW-GREGG COUNTY ARPT: 95' lgtd drill rig lctd 1/4 mi NNE has been removed.
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700; 060°-125°, 35 n mi at 1500'.
**MARATHON-COX HEADQUARTERS RANCH: Delete from records. (8-17)
**MARATHON-DUGOUT MOUNTAIN ARPT: ABANDONED. (6-7)
**MARATHON-HORSESHOE MESA ARPT: Delete from records.
MARFA-RADIO: About Sept 5, VOR will be shut down until approx Oct 5 - modernization.
**MARFA-RAWLS RANCH ARPT: Delete from records.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.(7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs.
McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW. (7-18)
**MELVIN-RICHIE ARPT: Delete from records.
MIDLAND ARPT: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)
**MONTELL-McCARTHY RANCH: Delete from records.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
**ORLA-TEX-LINE ARPT: Delete from records. (8-17)
**OZONA-MILLER RANCH ARPT: Delete from records.
**PADUCAH-J. Y. RANCH ARPT: Delete from records. (8-20)
**PADUCAH-MARTIN ARPT: Delete from records.
**PHARR ARPT: Delete from records.
**PINE SPRINGS-McCOMB'S FLD #1: Delete from records. (8-17)
**PINE SPRINGS-McCOMB'S ARPT #2: Delete from records. (8-12)
**PLAINVIEW-BROWN ARPT: Delete from records.
PORT ISABEL ARPT: Closed all operations-const. (7-26)
**POST-U LAZY S RANCH #1 ARPT: Delete from records. (8-20)
**POST-U LAZY S #2 ARPT: Delete from records.
**PREMONT-4-G RANCH ARPT: Delete from records.
**PRESIDIO ARPT: Delete from records.
**QUEMODO-TOWNSEND FARM ARPT: Delete from records.
**RANKIN ARPT: Delete from records.
**RAYMONDVILLE-COLE ARPT: Delete from records.
**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried as Rio Grande Arpt) Type:P Lngst rnwy & facs: 23-S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.
**ROBSTOWN-NUECES COUNTY ARPT: Formerly carried as Robstown Arpt. (7-30)
ROCKDALE-COFFIELD ARPT: Closed-resurfacing rnwys.
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
**ROTAN-WHITEFIELD ARPT: Delete from records.
**ROUND MOUNTAIN-WEST RANCH ARPT: Delete from records.
**RUIDOSA ARPT: Delete from records.
**SANDERSON ARPT: Delete from records. (8-17)
**SANDERSON-BIG CANYON RANCH ARPT: Delete from records. (8-17)
**SANDERSON-COATES HQ. ARPT: Delete from records. (8-17)

TEXAS: **SANDERSON-C.C.MITCHELL RANCH ARPT: Delete from records. (8-17)
**SANDERSON-J.C.MITCHELL RANCH ARPT: Delete from records. (8-17)
SAN MARCOS ARPT: NE/SW strip ruf - cuation. (8-6)
**SAN YGNACIO-CORALLITOS ARPT: Delete from records.
**SARAGOSA-ROWE FARM ARPT: Delete from records. (8-17)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
**SILVER-LAZY "X" RANCH ARPT: Delete from records.
SINTON ARPT # 1: 126' lgtd derrick erected 2500' N of E/W rnwy. (7-19)
**SONORA-ALLISON RANCH: Delete from records.
**SPOFFORD-JAMESON RANCH ARPT: Formerly carried as Spofford, Flying X Ranch Arpt. (5-29)
**SPUR ARPT: Delete from records.
**SUDAN MUN ARPT: Abandoned. (6-11)
SULPHUR SPRINGS-RADIO: June 25, VOR shut down. During shutdown, MEA Texarkana to Dallas via V-16 will be 3800'. (7-17)
**SWEETWATER-DOUBLE HEART RANCH ARPT: Delete from records.
**TAYLOR MUN ARPT: Delete from records.
**TERLINGUA-MENCHIN RANCH ARPT: Abandoned. (6-19)
**TERLINGUA-ROSILLA RANCH ARPT: Delete from records.
**TERLINGUA-STILLWELL ARPT: Delete from records.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
**TEXON-PARKER ARPT: Delete from records.
**THROCKMORTON-WOODSON OIL COMPANY ARPT: Delete from records.
**TOYAH-BURCHARD ARPT: Delete from records. (8-17)
**TRUSCOTT-J.Y. RANCH ARPT: Delete from records.
**TYLER-POUNDS FLD-TOWER: ILS glide slope not to be sued from MM to touchdown caution. (10-14)
**VAN HORN-GIFFORD HILL ARPT: Delete from records. (8-17)
**VAN HORN-MUNN BROTHERS RANCH ARPT: Delete from records. (8-17)
**VAN HORN-WALKER WELLS RANCH ARPT: Delete from records. (8-17)
**VICTORIA-COUNTY ARPT: 107' (227'MSL) lgtd oil well derrick being constructed 1.5 n mi SE(145°T) at lat 28-26-50, long 97-05-40. (7-10) 289' (363' MSL) rdo twr erected 7.1 n mi E(100°T) at lat 28-46-01, long 96-58-54. (6-28)
**WELLINGTON-MARIAN ARPK: Delete from records.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. coverage over Restricted Areas 219 and 443 not certified.
★WACO ARPT-TOWER: Sept 4, freq 317.8mc changed to 260.6 mc. Rcvd too late for ANRA page.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
**DRAGERTON ARPT: Abandoned. (7-13)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)
MILFORD ARPT: All rnwys clsd-resurfacing. °8-15)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min. terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt.Aero Comm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

VERMONT: BARRE-MONTPELIER ARPT: Caution - 500' extn S end rnwy 35 under const, men and equip. on fld.
BRISTOL ARPT: E/W rnwy closed, obstn.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About Oct. 22, LFR will be shut down for approx 3 days - use for homing only durg shutdown.
BURLINGTON ARPT: Rnwy resealing in progress. Men and equip. on fld - days.
**ST. ALBANS-POINT HILL ARPT: Abandoned. (7-16)
VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information. (7-25)
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 173°-200° 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-4)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 6, 263.0 mc will be decmsnd and 269.4 mc cmsnd. (8-17)
★NORFOLK ARPT-TOWER: Aug 24, TASR commissioned. Transmits and receives: 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 135.9, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6 mc. Also transmits 135.0 mcs. (8-31) Rcvd too late for ANRA page.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
**RICHMOND-BYRD FLD: 790' (1000' MSL) TV twr erected 9 n mi W (270° T) at lat 37-30-23, long. 77-30-12. Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' of NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways - caution.
WEST POINT ARPT: Caution - men, equip. on rnwys 0730-1630 daily xcpt Sat and Sun.
WILLIAMSBURG-SPECIAL NOTICE: After 0730 daily avoid flying within a 5 mile radius of lat 37-16, long. 76-43 - concerts.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
**CONNELL ARPT: All strips clsd perm xcpt N/S strip. (7-21)
DEER PARK ARPT: E/W rnwy clsd on alternate Sundays - drag races. (4-9)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown,

WASHINGTON: prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW ARPT: Closed to night operns. (6-15)
**QUINCY-QUINCY VALLEY ARPT: New fld. Type: P. Lat 47-14, long. 119-54. Lctn: 2.0 SE. Elev: 1300'. No. of rnwys: 1. E/W - 300' x 2400' turf. Fuel: F2. Remarks: 30' p-line across W end, sprinkle pipes on strip, low bldg off S edge. (8-13)
★SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2000' vertical separation above 29,000'. Aug 24, following freqs cmsnd: 307.9, 319.2, 324.7, 343.6 mc. Rcvd too late for inclusiom on ANRA page
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. Two-way rdo equipped, medium type, single eng acft may use main rnwy on request, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. All daylgt VFR operns of lgt acft confined to strip E of main rnwy Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. Men, equip. working on N 5000' of main rnwy. Crew in rdo ctc with twr - Caution. W side taxiway clsd to tfc until approx Sept 29.
★SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) Aug 24, trans and rcvr 271.2, 290.8, 338.2 mc cmsnd. Rcvd too late for inclusion on ANRA page.
**FLD: Rnwy 7-25 redesignated as E/W taxiway. Men and equip. working on S taxiway to S apron between 0700-1600. S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 closed. Rnwy 11-29 closed. Soft dirt along both sides and N end of N 1000' of rnwy 16-34. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle rdo.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°. 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths.
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335.0 mc operg on test basis. (6-25) About October 15, lclzr and glide slope will be shut down until approximately October 22. (8-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800', 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (7-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgts. (6-7) Factory bldg 40' high under const 1000' E of S end eng 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld. obstn mrkd. (5-3)

WEST VIRGINIA: MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: **BEAVER DAM SEAPLANE BASE: ABANDONED. (7-30)
EAU CLAIRE-RADIO: Aug 7, VOR shut down until approx Dept 30 - modernization. (8-8)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
LONE ROCK-RADIO: July 9, VOR shut down until approx Sept. 15 - modernization. (8-27)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares ngts. (4-23)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10)
FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
**MILWAUKEE-MAITLAND FLD: ABANDONED.
**STOUGHTON-NELSON ARPT: ABANDONED.
WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs.
FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29)
CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24) Apron adj term bldg clsd-const. Men, equip on fld-days. (7-14)
**GILLETTE ARPK: ABANDONED. (8-3)
GILLETE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd-const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)
KEMMERER ARPT: Caution-reseeded and soft. (6-22)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and availabe. Remainder arpt closed. (4-12)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd. - marked.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27 unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily three-hour min ground delay on mil acft due priority airlift. (7-28)
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

POST - DEADLINE DATA

Because of the Labor Day holiday, the following Post-Deadline Data has been set up to provide the latest up-to-the minute NOTAMS, while still maintaining our publication schedule.

ALABAMA: MONTGOMERY-DANNELLY FLD-TOWER: About Oct 16, ILS glide slope, MM and LMM will be shut down until approx Jan 1-relctn. Lclzr, OM and LOM will remain in operation. (8-29)
CALIFORNIA: OCEANSIDE-RADIO: About Sept 10, VOR will be shut down until approx Sept. 25. (8-30)
SANTA PAULA ARPT: Work in progress S side of fld. Caution-trucks imdtly S of rnwy. Area S of rnwy soft, muddy. (9-1)
FLORIDA: **PENSACOLA-SPECIAL NOTICE: 163'(163'MSL) lgtd derrick erected 6.5 n mi SE Pensacola NAS at lat 30-24-48, long 87-04-23. (3-27) 248'(256'MSL) lgtd rdo twr erected 3.3 n mi E of NAAS Corry Fld at lat 30-24-18, long 87-12-56.
IOWA: DES MOINES-RADIO: About Sept 17, the lclzr and glide slope facility will be shut down until approx October 17.
KANSAS: WICHITA ARPT-TOWER: About Sept 15, apch control fac will be moved to McConnell AFB. Wichita apch control will trans following freq: 332kc;113.8, 120.1, 121.5 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0mc; rcvs on 3023.5kc, 120.1, 121.5, 122.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0 mc. Wichita RAPCON ASR radar will be cmsnd at the same time on a test basis only and will be used for trng purposes.
MASSACHUSETTS: HOPEDALE-DRAPER ARPT: 155' lgtd rdo twr erected 1.6 n mi N at lat 40-08-11, long 71-30-49. (9-2)
MICHIGAN: **BATTLE CREEK-KELLOGG ARPT: 241'(1241'MSL) lgtd microwave antenna erected approx 11 n mi NNE at lat 42-29-27, long 85-11-28. (8-30)
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
MISSISSIPPI: **CORINTH, 7-MEM-TPA ARPT: 323' (863'MSL) lgtd rdo twr erected 3.5 n mi NE at lat 34-56-10, long 88-32-02. (9-3)
NEW JERSEY: **WOODBINE ARPT: Two 311' twrs lctd approx 6 mi SE now lgtd with red bcns 30 FPM.
OKLAHOMA: **ANADARKO ARPT: 377'(1557'MSL) lgtd rdo twr erected 2.6 n mi NE at lat 35-05-05, long 98-13-50. (8-28)
SOUTH DAKOTA: RAPID CITY ARPT: About Sept 8, NW/SE rnwy will be closed-resurfacing.
TEXAS: **MIDLAND-AIR TERMINAL: 500'(3356'MSL) lgtd rdo twr erected 6.5 n mi ENE (80°T) at lat 31-57-43, long 102-04-00.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

AGW	Agnew, Calif., VOR (Assignment)
DFI	Defiance, Ohio, Bryan-Defiance Meml Arpt (Assignment)
FCK	Furnace Creek, Calif., Intermediate Field (Deletion)
GUY	Guymon, Okla., Guymon Airport (Assignment)
LAF	Lafayette, Ind., Purdue University Arpt (Name change)
LBL	Liberal, Kans., Liberal Arpt (Assignment)
PFC	Pacific City, Oreg., Pacific City Arpt (Assignment)
AA	Alice, Ont. (Assignment)
FZ	Fitzroy Harbour, Ont. (Assignment)
GC	South Gloucester, Ont. (Assignment)
HN	Haley, Ont. (Assignment)
OA	Opemiska, Que. (Assignment)
RJ	Roberval, Que. (Assignment)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued;newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(FEET) (AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW;233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW;285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Wichita	8.0 NE; 45°	2048	708	37-45-01; 97-18-12
KENTUCKY				
Benton,Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1899	999	42-41-14; 84-22-35
MINNESOTA				
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				
NORTH CAROLINA				
Winston Salem, Smith-Reynolds	16.0 NNW;330°	3107	692	36-22-30; 80-22-21
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
OREGON				
PENNSYLVANIA				
Pittsburgh, Greater Pitts-burgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW;282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW;345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE;80°	3356	500	31-57-43; 102-04-00
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukeg, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

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Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ & IDENT LMM: FREQ AND IDENT LOM: FREQ AND IDENT PROCEDURE NO	TRANSITION TO ILS FROM	TO	CRS AND DIST.	MIN ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
BOSTON-BEDFORD, MASS. Hanscom Arpt 136 ILS - IBED HW (LOM)-BED Comb; ILS ADF Procedure Number 1 Amendment: Original Effective date: 13 Oct Major Change: ILS returned to operation.					N side of crs. 292 - outbnd 112 - inbnd 1600 within 10 mi. (NA beyond 10 mi.)	1600 ILS 1200 ADF over HW	1440 3 9	390 0 6	T-dn C-dn S-dn ILS* ADF A-dn ILS ADF *500-0.75 required with glide slope inoperative.	300-1 500-1 300-0 75 500-1 600-2 800-2	300-1 500-1 300-0 75 500-1 600-2 800-2	200-0.5 500-1.5 300-0 75 500-1 600-2 800-2	3.9 miles after passing HW make a left climbing turn to 2000' on course of 292° from facility within 10 miles. Alternate missed approach when requested by ATC, make a climbing left turn. Proceed direct to Lawrence Rbn at 2000' (3000' when directed by ATC). CAUTION: 570' MSL tower 3 miles NE of airport.

AUTOMATIC DIRECTION FINDING PROCEDURES

BOSTON-BEDFORD, MASS. Hanscom Arpt Procedure Number 1 Amendment No. 5 dated 10 December 55.	SUPERSEDED BY COMBINATION ILS/ADF PROCEDURE, DATED 13 OCTOBER 1956.

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Beaumont	Shreveport	WAC 119	WAC 418
Birmingham	Atlanta Local	WAC 135	WAC 466
Chattanooga	Miami Local	WAC 358	WAC 525
Mobile	WAC 117	WAC 409	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped OBSOLETE FOR USE IN AVIATION

Standard Aeronautical Charts
Dates shown are release dates

Huntington	8-20-56	Washington	8-27-56	WAC 308	8-23-56
New York	8-20-56	Winston-Salem	8-23-56	WAC 360	8-20-56
Norfolk	8-23-56	WAC 307	8-14-56		

Instrument Flight Charts
released since August 13, 1956

AL 145 RNG	Florence Airport	AL 84 ADF	Cleveland-Hopkins Airport
AL 177 RNG	Great Falls Mun. Arpt.	AL 177 ADF	Great Falls Municipal Arpt
AL 302 RNG	NAS Olathe	AL 288 ADF	New Orleans Arpt
AL 353 RNG	Rock Springs Arpt	AL 525 ADF	NAS Hutchinson
AL 525 RNG	NAS Hutchinson	AL 572 ADF	Greenville AFB
AL 556 RNG	Berg strom AFB	AL 594 ADF	Bakalar AFB
AL 561 RNG	Andrews AFB	AL 609 ADF	Mosant Intnl Arpt
AL 816 RNG	Fort Phantom Hill Res SPB	AL 614 ADF	(NAS) Mun Niagara Falls Arpt.
AL 917 RNG	NAS Sanford	AL 917 ADF	NAS Sanford
AL 30 ILS-1	Mueller Airport	AL 107 VOR	Dayton Airport
AL 177 ILS	Great Falls Mun Arpt.	AL 177 VOR	Great Falls Mun Arpt.
AL 243 ILS	Macon (Cochran) Arpt	AL 353 VOR	Rock Springs Airport
AL 326 ILS	Allegheny County Arpt.	AL 525 VOR	NAS Hutchinson
AL 353 ILS	Rock Springs Airport	AL 609 VOR	Mosant Intnl Airport
AL 609 ILS	Mosant Intnl Airport	AL 745 VOR	Fulton County Airport

RF 6, 7, 9
RF Terminal Area - Boston, Cleveland, Memphis, New York
RF - VOR Terminal Area - Boston, Chicago, Cleveland, Dallas-Ft. Worth, Dayton, Los Angeles-Burbank, Memphis, New York, San Antonio
RF U. S. Dates of Latest Prints

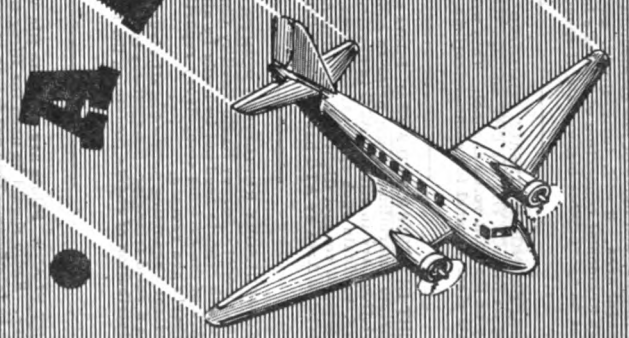
(4 Sept 1956)

U. S. GOVERNMENT PRINTING OFFICE 1956

SPECIAL NOTICE
ATTENTION, PILOTS!
Obstruction List: p. 25

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS- See page 26

AIRMAN'S GUIDE



SPECIAL NOTICE
IFR Rate of Climb
or Descent. p. 3

SPECIAL NOTICE
Position Reporting Procedure
For IFR Flights Operating at
Least 1,000 Feet on Top. p. 3

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NOTICES TO AIRMEN Page 2

VOL. 11 ,NO. 14 . . . SEPTEMBER 18, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange (Voice) .-..- -.-.. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

✓ POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

✓ IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

TOWER FREQUENCIES ON C&GS AERO CHARTS: Control towers which guard 122.7 mc instead of 122.5 mc for VHF communication with private aircraft will be so indicated by note in the "Remarks" column of the aerodrome tabulations on the back of the appropriate Sectional and Local Aeronautical Charts of the Coast and Geodetic Survey. Such notes now appear on the Chicago Sectional dated June 15, 1956, and the New York Sectional dated June 28, 1956, and will be shown on the next scheduled printings of the other charts concerned.

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective October 18, 1956, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) VOR civil airway No. 1 (Charleston, S. C. to New York, N. Y.), is amended by changing the portion which reads: "to the Idlewild, N.Y. omnirng stn." to read: "Idlewild, N. Y. omnirng stn; intsxn of the Idlewild omnirng 359° T and the Wilton omnirng 214° T radials; to the Wilton, Conn. omnirng stn."

(2) VOR civil airway No. 3 (Key West, Fla. to Presque Isle, Me.), is amended by changing the portion which reads: "Brunswick, Ga omnirng stn, including a W alternate via the intsxn of the Jacksonville omnirng 304° T and the Brunswick omnirng 203° T radials;" to read: "Brunswick, Ga. omnirng stn, including a W alternate via the intsxn of the Jacksonville omnirng 304° T and the Brunswick omnirng 216° T radials;"

(3) VOR civil airway No. 6 (Oakland, Calif. to New York, N. Y.), is amended by changing all between the Rock River, Wyo. omnirng stn and North Platte, Nebr. omnirng stn to read: "Rock River, Wyo. omnirng stn, including a N alternate; intsxn of the Rock River omnirng 108° T and the Sidney omnirng 292° T radials; Sidney, Nebr. omnirng stn; North Platte, Nebr. omnirng stn, including a N alternate;" and by changing all after the Selinsgrove, Pa. omnirng stn to read: "Selinsgrove, Pa. omnirng stn; point of intsxn of the Selinsgrove omnirng 077° T and the Williamsport, Pa. omnirng 146° T radials; Allentown, Pa. omnirng stn; to the point of intsxn of the Allentown omnirng 103° T and the Newark, N. J. ILS lclzr SW course."

(4) VOR civil airway No. 8 (Long Beach, Calif. to Washington, D. C.), is amended by changing the portion which reads: "Akron, Colo. omnirng stn, including a N alternate and also a S alternate via the intsxn of the Denver omnirng 101° T and the Akron omnirng 242° T radials; Imperial, Nebr. omnirng stn, including a S alternate via the intsxn of the Akron omnirng 090° T and the Imperial omnirng 237° T radials;" to read: " Akron, Colo. omnirng stn, including a S alternate via the intsxn of the Denver omnirng 101° T and the Akron omnirng 242° T radials; Imperial, Nebr. omnirng stn, including a N alternate from the Denver omnirng stn to the Imperial omnirng stn via the intsxn of the Denver omnirng 061° T and the Imperial omnirng 271° T radials and also a S alternate via the intsxn of the Akron omnirng 090° T and the Imperial omnirng 236° T radials;"

(5) VOR civil airway No. 11 (Memphis, Tenn. to Detroit, Mich.), is amended by changing the portion which reads: "Paducah, Ky. omnirng stn; Evansville, Ind., omnirng stn;" to read: "Paducah, Ky. omnirng stn; intsxn of the Paducah omnirng 039° T and the Evansville omnirng 227° T radials; Evansville, Ind. omnirng stn;"

(6) VOR civil airway No. 17 (Laredo, Tex. to Goodland, Kans.), is amended by changing the portion which reads: "Fort Worth, Tex. omnirng stn;" to read: "Fort Worth, Tex. omnirng stn, including a W alternate from the Waco omnirng stn to the Fort Worth omnirng stn via the point of intsxn of the Waco omnirng 315° T with the Mineral Wells omnirng 198° T radials, and the Mineral Wells, Tex. omnirng stn;"

(7) VOR civil airway No. 30 (Milwaukee, Wis. to Nantucket, Mass.), is amended by changing the portion which reads: "Selinsgrove, Pa. omnirng stn; to the Allentown, Pa. omnirng stn." to read: "Selinsgrove, Pa. omnirng stn; point of intsxn of the Selinsgrove omnirng 104° T and the Allentown, Pa. omnirng 211° T radials; Colts Neck, N. J. omnirng stn; to the point of intsxn of the Colts Neck omnirng 078° T and the Idlewind, N. Y. omnirng 212° T radials."

(8) VOR civil airway No. 123 (Woodstown, N. J. to New York, N. Y.), is added to read: "From the Woodstown, N. J. omnirng stn via the point of intsxn of the Woodstown omnirng 045° T and the Coyle, N. J. omnirng 354° T radials; point of intsxn of the Idlewild, N. Y. omnirng 236° T radial and the La Guardia Arpt, N. Y. ILS lclzr S course; La Guardia Arpt, N. Y. ILS lclzr; to the Wilton, Conn. omnirng stn."

(9) VOR civil airway No. 138 (Rock River, Wyo. to Sidney, Nebr.), is amended to read: "From the Rock River, Wyo. omnirng stn via the Cheyenne, Wyo. omnirng stn, including a N Alternate via the Rock River omnirng 108° T and the Cheyenne omnirng 320° T radials; to the Sidney, Nebr. omnirng stn, including a S alternate."

(10) VOR civil airway No. 168 (Selinsgrove, Pa. to Colts Neck, N. J.), is added to read: "From the Selinsgrove, Pa. omnirng stn via the Allentown, Pa. omnirng stn; to the Colts Neck, N. J. omnirng stn."

(11) VOR civil airway No. 194 (Royston, Ga. to Norfolk, Va.), is amended by changing all before the Charolltte, N. C. omnirng stn to read: "From the point of intsxn of the Royston omnirng 270° T and the Norcross, Ga. omnirng 054° T radials via the Royston, Ga. omnirng stn; point of intsxn of the Royston omnirng 074° T and the Spartanburg, S. C. omnirng 148° T radials; Charlotte, N. C. omnirng stn;"

CONTROL AREAS: (1) VOR civil airway No. 123 (Woodstown, N. J. to New York, N. Y.), is added to read: "All of VOR civil arwy No. 123."

(2) VOR civil airway No. 138 (Rock River, Wyo. to Sidney, Nebr.), is amended to read: "All of VOR civil arwy No. 138, including a N alternate and a S alternate."

(3) VOR civil airway No. 148 (Thurman, Colo. to North Platte, Nebr.), is amended to read: "All of VOR civil arwy No. 148."

(4) VOR civil airway No. 150 (Sacramento, Calif. to Reno, Nev.), is amended to read: "All of VOR civil arwy No. 150."

(5) VOR civil airway No. 168 (Selinsgrove, Pa. to Colts Neck, N. J.), is added to read: "All of VOR civil arwy No. 168."

CONTROL AREA EXTENSIONS: (1) (Burbank, Calif.), is amended by changing the name of facility "Canoga Park, Calif. nondirectional radio bcn" to read: "Burbank, Calif. outer marker".

(2) (Owensboro, Ky.), is added to read: "That airspace bounded on the N by VOR civil arwy No. 4, on the SW by VOR civil arwy No. 7 and on the SE by a line extending through points at lat 38-04-20, long. 86-41-20 and lat 37-22-00, long. 87-09-40."

(3) (Fairbanks, Alaska), is amended to read: "That airspace within a 25 mile radius of Ladd Air Force Base, Fairbanks, Alaska, and within 5 miles either side of the E course of the Fairbanks rdo rng extending to a point 25 miles E of the Chena, Alaska, nondirectional rdo bcn, excluding the portion which overlaps restricted area (R-345)."

(4) (Oscoda, Mich.), is amended to read: "That airspace within a 30 mile radius of Wurtsmith AFB, Oscoda, Mich., excluding the portions which overlap Restricted areas (R-91) and (R-491)."

(5) (Midway Island), is amended to read: "All of the airspace from 700' upward within a radius of 100 nautical miles of the Midway Naval Station centered at lat 28-12-00N, long. 177-22-00W."

(6) (Johnston Island), is revoked.

(7) (Iwo Jima, Volcano, Islands), is added to read: "All of the airspace from 700' upwards within a radius of 100 nautical miles of the Iwo Kima nondirectional rdo bcn located at lat 24-47-00N, long. 141-18-00E."

(8) (Little Rock, Ark.), is amended to read: "That airspace within a 50 mile radius of the Little Rock rdo rng stn, excluding the portion below 9000' between sunrise and sunset Saturdays, Sundays only which lies within Little Rock restricted area R-134, and excluding the portion below 15,000' between sunrise and sunset daily which lies within Pine Bluff restricted area R-135."

CONTROL ZONES: (1) Three-mile radius zones is amended by deleting the following airports: Niagara Falls, N.Y., Municipal Arpt. and Santa Rosa, Calif, Santa Rosa ALF.

(2) Five-mile radius zones is amended by deleting the following airports: Elmira, N.Y. Chemung County Arpt and Watertown, N.Y., Watertown Municipal Arpt.

(3) (Buffalo, N.Y.), is amended to read: "Within a 5 mile radius of the Buffalo Mun. Arpt, within 2 miles either side of the NE course of the Buffalo rdo rng extending to the Wolcottsville FM, within 2 miles either side of the SW course of the Buffalo rdo rng extending to the Angola FM, and within 2 miles either side of the 99° T and 279° T radials of the Buffalo omnirng stn extending to a point 10 miles E of the omnirng stn."

(4) (Rochester, N.Y.), is amended to read: "Within a 5 mi radius of Rochester-Monroe County Arpt, within 2 miles either side of the E course of the Rochester rdo rng extending from the rdo rng stn to a point 10 miles E, within 2 miles either side of the ILS lclzr front course extending from the lclzr to a point 10 miles beyond the outer mrkr, and within 2 miles either side of the 171° T and 278° T radials of the omnirng extending from the omnirng stn to points 10 miles S and W of the omnirng stn."

(5) (El Toro, Calif.), is amended to read: "Within a 5 mile radius of the El Toro Marine Corps Air Stn, within a 3 mile radius of Orange County Arpt, Santa Ana, Calif. and within 5 miles either side of a line bearing 355° T extending from the El Toro rdo rng stn to Amber civil arwy No. 2 and Green civil arwy No. 5."

(6) (Pensacola, Fla.), is amended to read: "Within a 5 mile radius of the NAAS Saufley Field, Pensacola, Fla., excluding the portion which overlaps Pensacola Municipal Airport control zone (601.2163)."

(7) (Geneva, N.Y.), is revoked.

(8) (Elmira, N.Y.), is added to read: "Within a 5 mile radius of Chemung County Arpt, within 2 miles either side of the 55° T and 235° T radials of the Elmira omnirng extending from the five mile radius zone to a point 10 miles SW of the omnirng stn, and within 2 miles either side of the SW course of the Elmira rdo rng extending from the rdo rng stn to a point 10 miles SW."

(9) (Watertown, N.Y.), is added to read: "Within a 5 mile radius of Watertown Arpt and within 2 miles either side of the 215° T radial of the Watertown omnirng extending from the omnirng stn to a point 10 miles SW."

(10) (Niagara Falls, N.Y.), is added to read: "Within a 5 mile radius of the Niagara Falls Mun Arpt and within 2 miles either side of the ILS lclzr E course extending from the lclzr to a point 10 miles E of the outer marker."

REPORTING POINT: (1) Amber civil airway No. 7, Key West, Fla., to United States-Canadian Border), is amended between Florence, S. C., and Raleigh, N.C., by adding the following reporting point: "the intsxn of the N course of the Florence, S. C., rdo rng and the SW course of the Raleigh, N.C., rdo rng;" Note: To be known as Pinehurst intsxn and depicted for acft operating below 15,200'.

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by changing the following reporting points to read: (a) Honea Intsxn - the intsxn of the Royston, Ga., omnirng 074° T radial and the Greenville, S.C., ILS lclzr S course. (b) Campbell Intsxn - the intsxn of the San Francisco, Calif. omnirng 141° T radial and a line bearing 048° T toward the Evergreen, Calif. nondirectional rdo bcn. (c) White Oaks Intsxn - the intsxn of the Bakersfield, Calif. omnirng 149° T and the Palmdale, Calif. omnirng 291° T radials.

(2) Domestic VOR reporting points is amended by revoking the following reporting point: (a) Golden Gate Intsxn - the intsxn of the Oakland, Calif. omnirng 274° T and the San Francisco, Calif. omnirng 304° T radials.

ON-REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective October 18, 1956:

NAME CHANGE:

(1) SEARCHLIGHT (VHF) INTSXN - the intsxn of the Las Vegas VOR 141° mag, Needles VOR 322° mag and the Daggett VOR 053° mag radials. (Formerly named Lake Mohave Intsxn).

NAME CHANGE AND DESIGNATION:

(1) TARPON (LAKE MICHIGAN) LFR INTSXN - the intsxn of the NE leg of the Chicago, Ill. LFR and the 292° mag bearing from the South Bend LFR. ((Formerly named Mid-Lake (Lake Michigan) Intsxn)).

NAME CHANGE AND REDESIGNATION:

(1) TARPON (LAKE MICHIGAN) VHF INTSXN - the intsxn of the South Bend, Ind. VOR 287° mag radial (V-10N) and the Naperville, Ill. VOR 062° mag radial (V-116). ((Formerly named Mid-Lake (Lake Michigan) Intsxn)).

DESIGNATE:

(1) ADAMS RUN, S.C. VHF INTSXN - the intsxn of the Charleston, S.C. VOR 228° mag and the Columbia, S.C. VOR 154° mag radials.

(2) BICKLETON (VHF) INTSXN - the intsxn of the 162° mag radial of Yakima, Wash VOR and the 011° mag radial of The Dalles, Oregon VOR.

(3) BRIDAL VEIL (VHF) INTSXN - the intsxn of the 048° mag radial of the Newberg, Oreg VOR and the 109° mag radial of the Portland, Oreg. VOR.

(4), CEDARVILLE, N.Y. INTSXN - the intsxn of the SE course of the Utica, N.Y. ILS lclzr and the Syracuse, N.Y. VOR 113° mag radial.

(5) CLARK, N.J. INTSXN - the intsxn of the 253° mag radial of the Colts Neck, N.J. VOR and the 010° mag radial of the Coyle, N.J. VOR.

(6) DAWN, OHIO INTSXN - the intsnx of the Findlay, Ohio VOR 228° mag and the Dayton, Ohio VOR 310° mag radials.

(7) EAST TEXAS, PA. INTSXN - the intsxn of the Selinsgrove, Pa. VOR 112° mag and the Allentown, Pa. VOR 220° mag radials.

(8) GRAHAM (VHF) INTSXN - the intsxn of the 062° mag radial of the Olympia, Wash. VOR and the front course of the Seattle-Tacoma ILS.

(9) GRESHAM (VHF) INTSXN - the intsxn of the 048° mag radial of the Newberg, Oreg VOR and the SE course of the Portland, Oreg. ILS.

(10) HARBOR ISLAND (L/MF) INTSXN - the intsxn of the NW course of the Seattle, Wash. LFR and a 008° mag bearing to the NAS Seattle Rdo bcn. (Ident: "WN")

(11) HOOD RIVER (VHF) INTSXN - the intsxn of the 048° mag radial of the Newberg, Oreg VOR and the 074° mag radial of the Portland, Oreg. VOR.

(12) LAURENS, S.C. (VHF) INTSXN - the intsxn of the Royston, Ga. VOR 074° mag and the Spartanburg, S.C. VOR 188° mag radials.

(13) LOFALL (VHF) INTSXN - the intsxn of the 351° mag radial of the Olympia, Wash. VOR and the NW course of the Seattle, Wash. LFR.

(14) McCHORD (VHF) INTSXN - the intsxn of the 056° mag radial of the Olympia, Wash. VOR and the 175° mag radial of the Seattle, Wash. VOR

(15) MARLIN (L/MF) INTSXN - the intsxn of the E course of the Ephrata, Wash. LFR and a bearing of 184° mag radial of the Moses Lake, Wash. rdo bcn.

(16) MONCURE, N.C. (L/MF) INTSXN - the intsxn of the SW course of the Raleigh, N.C. rdo rng and the SE course of the Greensboro, N.C. rdo rng. (Formerly Compulsory Reporting Point)

(17) NEW ROCHELLE, N.J. INTSXN - the intsxn of the Idlewild, N.Y. VOR radial to New Rochelle, N.Y. rdo bcn and Wilton, Conn. VOR radial direct to LaGuardia, N.Y. lclzr.

(18) NUMIDIA, PA. INTSXN - the intsxn of the Selinsgrove, Pa. VOR radial to Hazelton, Pa. Intsxn and the Williamsport, Pa. VOR 155° mag radial.

(19) OLYMPIA (L/MF) INTSXN - the intsxn of the 198° mag radial of the Seattle, Wash. VOR and a 320° mag bearing toward the Shelton, Wash. rdo bcn.

(20) OSWEGO (VHF) INTSXN - the intsxn of the 048° mag radial of the Newberg, Oreg. VOR and the 175° mag radial of the Portland, Oreg. VOR.

(21) RAINER (L/MF) INTSXN - the intsxn of the S course of the Seattle, Wash. LFR and a 315° T bearing toward the Shelton, Wash. rdo bcn.

(22) RED BANK, N.J. INTSXN - the intsxn of the Idlewild, N.Y. VOR radial direct to the Coyle, N.J. VOR and the Colts Neck, N.J. VOR radial to present Red Bank, N.J. LF Intsxn.

(23) RINGOES, N.J. INTSXN - the intsxn of the Colts Neck, N.J. VOR direct radial to the East, Texas Intsxn and West Chester, Pa. VOR 060° mag radial.

(24) ST. HELENA (VHF) INTSXN - the intsxn of the 301° T radial of the Portland, Oreg. VOR and the 009° T radial of the Newberg, Oreg. VOR.

(25) SILVERDALE (VHF) INTSXN - the intsxn of the 351° mag radial of the Olympia, Wash. VOR and the 281° mag radial of the Seattle, Wash. VOR.

(26) SUTTER BUTTES (VHF) INTSXN - the intsxn of the 043° mag radial of the Williams, Calif. VOR and the 329° mag radial of the Sacramento, Calif. VOR.

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(27) TILLER (VHF) INTSXN - the intsxn of the 333° mag radial of the Medford, Oreg. VOR and the 098° mag radial of the North Bend, Oreg. VOR.

(28) UNION, S.C. (VHF) INTSXN - the intsxn of the Spartanburg, S.C. VOR 149° mag and the Charlotte, N.C. VOR 243° mag radials.

(29) WELLPINIT (VHF) INTSXN - the intsxn of the 067° T radial of the Ephrata, Wash. VOR and the 322° T radial of the Spokane, Wash. VOR.

(30) WILSON CREEK (VHF) INTSXN - the intsxn of the 059° mag radial of the Ephrata, Wash. VOR and a bearing of 184° mag to the Moses Lake, Wash rdo bcn.

REDESIGNATE:

(1) ALBIN (VHF) INTSXN - the intsxn of the 093° mag radial of the Rock River, Wyo VOR and the 040° mag radial of the Cheyenne, Wyo. VOR.

(2) AMBOY, N.J. INTSXN - the intsxn of the Allentown, Pa. VOR direct radial to the Scotland, N.J. rdo bcn and SW course of the Newark, N.J. ILS.

(3) AUBURN VHF INTSXN - the intsxn of the 023° mag radial of the Sacramento, Calif VOR and the 086° mag radial of the Williams VOR.

(4) BEAR CREEK (VHF) INTSXN - the intsxn of the 093° mag radial of the Rock River, Wyo. VOR and the 333° mag radial of the Cheyenne, Wyo. VOR.

(5) BUSHNELL (VHF) INTSXN - the intsxn of the 279° mag radial of the Sidney, Nebr. VOR and the 066° mag radial of the Cheyenne, Wyo. VOR.

(6) COLOMA (VHF) INTSXN - the intsxn of the 038° mag radial of the Sacramento, Calif. VOR and the 086° mag radial of the Williams, Calif. VOR.

(7) COVINA (VHF) INTSXN - the intsxn of the 009° mag radial of the Long Beach VOR and the 285° mag radial of Ontario.

(8) FOLSOM (VHF) INTSXN - the intsxn of the 038° mag radial of the Sacramento, Calif. VOR and the 100° mag radial of the Williams, Calif. VOR.

(9) KUNA (VHF) INTSXN - the intsxn of the 200° mag radial of the Boise, Idaho VOR and the 300° mag radial of the Mountain Home AFB TVOR.

(10) MANOR (LF) INTSXN - the intsxn of the N course of the Portland, Oreg. LFR and a 247° T bearing to the Sauvies Island, Oreg. rdo bcn.

(11) MORTON PASS (VHF) INTSXN - the intsxn of the 093° mag radial of the Rock River, Wyo. VOR and the 306° mag radial of the Cheyenne, Wyo. VOR.

(12) PUYALLUP (VHF) INTSXN - the intsxn of the front course of the Seattle-Tacoma ILS and the 043° mag radial of the Olympia, Wash. VOR.

CANCEL:

(1) BUFFALO (VHF) INTSXN - the intsxn of the Spartanburg, S.C., VOR 149° mag and the Charlotte, N.C. VOR 250° mag radials.

(2) CLINTON (VHF) INTSXN - the intsxn of the Spartanburg, S.C. VOR 187° mag and the Royston, Ga. VOR 078° mag radials.

(3) COWAN (VHF) INTSXN - the intsxn of the Lubbock, Tex. VOR 357° mag and the Childress, Tex. VOR 265° mag radials.

(4) CURTIS INTSXN - the intsxn of the 078° T radial of the Imperial VOR and the 165° T radial of the North Platte VOR.

(5) DIAMOND INTSXN - the intsxn of the 047° mag radial of the Laramie VOR and the 333° mag radial of the Cheyenne VOR.

(6) FLOYDADA (VHF) INTSXN - the intsxn of the Childress, Tex. VOR 233° mag radial and the Guthrie, Okla. VOR 282 mag radial.

(7) FOSTER (VHF) INTSXN - the intsxn of the Lubbock, Tex. VOR 012° mag and the Childress, Tex. VOR 265° mag radials.

(8) GRUNER (VHF) INTSXN - the intsxn of the 070° mag radial of the Dalhart VOR and the 360° mag radial of the Sayre VOR.

(9) HARBAUGH (VHF) INTSXN - the intsxn of the Gage, Okla. VOR 238° mag and the Amarillo, Tex. VOR 026° mag radials.

(10) HONEA, S.C. INTEGRATED INTSXN - the intsxn of the Royston, Ga. VOR 074° mag radial and the S course of the Greenville, S.C. LF rdo rng.

(11) LAURENS, S.C INTEGRATED INTSXN - the intsxn of the Royston, Ga VOR 078° mag radial and a 140° mag bearing from the Greenville, S.C. LF rng.

(12) LOS GATOS (VHF) INTSXN - the intsxn of the 319° mag radial of the Salinas, Calif. VOR and a 030° mag bearing to the Evergreen, Calif. rdo bcn.

(13) MAXWELL (L/MF) INTSXN - the intsxn of the NE course of the Las Vegas LFR and the S course of the Trinidad LFR.

(14) RANCH (VHF) INTSXN - the intsxn of the Gage, Okla. VOR 223° and the Sayre, Okla VOR 290° mag radials.

(15) SEDALIA, S.C. (VHF) INTSXN - the intsxn of the 078° mag radial of the Royston, Ga. VOR and the 242° mag radial of the Charlotte, N.C. VOR.

(16) TORREON (VHF) INTSXN - the intsxn of the 298° mag radial of the Corona VOR and the 205° mag radial of the Otto VOR.

(17) VAUGHN (VHF) INTSXN - the intsxn of the 180° mag radial of the Anton Chico, VOR and the 051° mag radial of the Corona, N.Mex. VOR.

(18) WAGGONER (VHF) INTSXN - the intsxn of the 247° mag radial of the Dalhart, Tex. VOR and the 310° mag radial of the Tucumcari, N. Mex. VOR.

(19) WILLARD (L/MF) INTSXN - the intsxn of the NW course of the Roswell LFR and the S course of the Otto LFR.

NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established or cancelled and shall become effective as indicated:

ESTABLISH - Effective immediately

(1) KITSAP LF INTSXN - direction of holding - SE (inbound 297° mag); direction of turns LEFT; time - 1 minute; minimum altitude - 2000'.

(2) NAS SEATTLE MHW - direction of holding - N (inbound 156° mag); direction of turns LEFT; time - 1 minute; minimum altitude - 2500'.

(3) PAINE AFB MHW - direction of holding - SW (inbound 030° mag); direction of turns - LEFT; time - 1 minute; minimum altitude - 2000'.

CANCEL - Effective immediately

(1) MONROE, WASH. MHW - direction of holding - SW (inbound 006° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 3000'.

(2) PAINE AFB MH - direction of holding - S (inbound 340° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 2000'.

(3) KITSAP L/F INTSXN - direction of holding - NW (inbound 117° mag); direction of turns - LEFT; time - 2 minutes; minimum altitude - 3000';

ESTABLISH - Effective October 18, 1956:

(1) CEDARVILLE, N.Y. INTSXN - direction of holding - E on Syracuse VOR 113° mag radial; direction of turns - RIGHT; time - 1 minute; minimum altitude - 3000'.

(2) MONCURE, N.C. L/MF INTSXN - direction of holding - SW on SW course of Raleigh, N.C. LF rdo rng (inbound course 048° mag); direction of turns - RIGHT; time - 1 minute; minimum altitude - 1600'.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Mt. Whitney	San Francisco	3094
San Antonio	Montgomery Local	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Charlotte	8-30-56	WAC 309	9-5-56	WAC 410	9-10-56
Orlando	9-5-56	WAC 310	8-30-56	WAC 466	9-10-56
WAC 117	9-10-56	WAC 357	8-30-56	WAC 525	9-10-56
WAC 118	9-10-56	WAC 359	8-29-56		

Instrument Flight Charts
released since August 27, 1956

AL 101 RNG	Crestview Airport	AL 804 ILS-2	Friendship Intnl Arpt.
AL 102 RNG	Cross City Airport	AL 78 ADF	Douglas Field
AL 197 RNG	Ellington AFB	AL 267 ADF	Bates Field
AL 259 RNG	Miles City Airport	AL 347 ADF	Byrd Field
AL 331 RNG	Presque Isle AFB	AL 351 ADF	Rochester-Monroe Co. Arpt.
AL 347 RNG	Byrd Field	AL 583 ADF	Clinton County AFB
AL 538 RNG	NAS Denver	AL 638 ADF	Akron-Canton Airport
AL 598 RNG	NAS Willow Grove	AL 655 ADF	Greater Cincinnati Arpt.
AL 609 RNG-1	Moisant Intnl Airport	AL 680 ADF	Oxnard AFB
AL 609 RNG-2	Moisant Intnl Airport	AL 694 ADF	Martha's Vineyard Airport
AL 838 RNG	GCAS Miami Seaplane	AL 865 ADF	LaFayette Airport
AL 848 RNG	NAS Pensacola Seaplane	AL 78 VOR	Douglas Field
AL 78 ILS	Douglas Field	AL 101 VOR	Crestview Airport
AL 267 ILS	Bates Field	AL 259 VOR	Miles City Airport
AL 347 ILS	Byrd Field	AL 267 VOR	Bates Field
AL 638 ILS-1	Akron-Canton Airport	AL 364 VOR	Salt Flat Airport
AL 655 ILS-1	Greater Cincinnati Arpt.	AL 856 VOR	Russell Airport
AL 655 ILS-2	Greater Cincinnati Arpt.	AL 865 VOR	LaFayette Airport
AL 139 ILS	Port Erie Airport		

NEW CHARTS

AL 561 ILS	Andrews AFB	Camp Springs, Md.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective October 18, 1956: (Amendment 8)

Section 610.202 Red Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Ucross INT,Wyo.	Wright INT,Wyo.	7000

Section 610.237 Red Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Roanoke,Va.LFR	Lynchburg,Va.LFR	5000
Goodes INT,Va.	Lynchburg,Va.LFR E-bound only	3000

Section 610.246 Red Civil Airway 46
is amended to read in part:

FROM	TO	MEA
U.S.Canadian Border	Minot,N.D. LFR	4000

Section 610.261 Red Civil Airway 61
is amended to read in part:

FROM	TO	MEA
Butler,Pa.LF/RBN	*New Alexandria,Pa. LF/RBN	3000

*4000 - MCA New Alexandria LF/RBN, E-bound

Section 610.268 Red Civil Airway 68
is amended by adding:

FROM	TO	MEA
Duncanville,Tex. LF/RBN	Tyler,Tex. LFR	2000

Section 610.287 Red Civil Airway 87
is amended to read in part:

FROM	TO	MEA
100 miles W of Port Allen,T.H. LFR	*Port Allen,T.H.LFR	7000

*7000 - MCA Port Allen LFR, W-bound

Section 610.287 Red Civil Airway 87
is amended by adding:

FROM	TO	MEA
Makai INT,T.H.	*Honolulu,T.H.LFR	2000

*6000 - MCA Honolulu LFR, E-bound

Kuku Point INT, T.H.	Hilo,T.H. LFR N-bound	3000
	S-bound	4000

Section 610.605 Blue Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Ardmore,Okla. LF/RBN	South Side INT, Okla.	2700

Section 610.611 Blue Civil Airway 11
is amended to read in part:

FROM	TO	MEA
Erie,Pa.LFR	Dunkirk,N.Y.LF/RBN	2500

Section 610.626 Blue Civil Airway 26
is amended to read in part:

FROM	TO	MEA
*Nenana,Alaska LFR	Nenabank INT, Alaska	2600

*6000 - MCA Nenana LFR, S-bound

Section 610.648 Blue Civil Airway 48
is amended to read in part:

FROM	TO	MEA
Gulfstream INT,. Fla.	Cutler INT,Fla.	1100
Cutler INT,Fla.	Miami,Fla.LFR	1200

Section 610.654 Blue Civil Airway 54
is amended to read in part:

FROM	TO	MEA
Evergreen,Calif. LF/RBN	San Francisco, Calif. LFR	3000

Section 610.1001 Direct Routes, U. S.
is amended by adding:

FROM	TO	MEA
Marengo INT,Wash.	Pine City,Wash. LF/RBN	5000
McChord,Wash.LFR	Rolling Bay INT, Wash.	2600
Olympia,Wash.VOR	Seattle,Wash.VOR	3000
Salinas,Calif.VOR	Monterey,Calif. LF/RBN	4000

Section 610.6001 VOR Civil Airway 1
is amended by adding:

FROM	TO	MEA
Idlewild,N.Y.VOR	New Rochelle INT, N.Y.	1500
New Rochelle INT, N.Y.	Wilton,Conn.VOR	2000

Section 610.6002 VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Helena,Mont.VOR	Bozeman,Mont.VOR	11000

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla.	Brunswick,Ga.VOR	
Via W alter.	Via W alter.	*1300

*1200 - MOCA

Savannah,Ga.VOR	*Burton INT,S.C.	1400

*5500 - MRA

Burton INT,S.C.	*Adams Run INT,S.C.	1400

*2000 - MRA

Adams Run INT, S.C.	Charleston,S.C. VOR	1400

Section 610.6004 VOR Civil Airway 4
is amended by adding:

FROM	TO	MEA
Thurman,Colo.VOR	Goodland,Kans.VOR	5800

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Belle Glade INT, Fla.	*Dixie Ranch INT, Fla.	**10000

*4000 - MRA
**1300 - MOCA

VOR Civil Airway 5 - cont'd.

FROM	TO	MEA
Jacksonville,Fla. VOR	Folkston INT,Ga.	1300
Folkston INT,Ga.	*Waycross INT,Ga.	1600

*1800 - MRA

Waycross INT,Ga.	Alma,Ga.VOR	1600

Section 610.6006 VOR Civil Airway 6
is amended to delete:

FROM	TO	MEA
Selinsgrove,Pa. VOR	Allentown,Pa.VOR	3500
Allentown,Pa.VOR	Belle Mead INT, N.J.	2500
Belle Mead INT, N.J.	New Brunswick INT, N.J.	2000
New Brunswick INT,N.J.	Colts Neck,N.J. VOR	1500
Rock River,Wyo. VOR	Cheyenne,Wyo.VOR	10500
Via N alter.	Via N alter.	10500
*Cheyenne,Wyo.VOR	Sidney,Nebr.VOR	7300
Via N alter.	Via N alter.	7300

*8500 - MCA Cheyenne VOR, W-bound

Section 610.6006 VOR Civil Airway 6
is amended by adding:

FROM	TO	MEA
Selinsgrove,Pa. VOR	Allentown,Pa.VOR	4000
Allentown,Pa.VOR	Amboy INT,N.J.	2500
Rock River,Wyo. VOR	Bushnell INT,Wyo.	10500
Bushnell INT,Wyo.	Sidney,Nebr.VOR	7300

Section 610.6008 VOR Civil Airway 8
is amended to delete:

FROM	TO	MEA
Denver,Colo.VOR	Akron,Colo.VOR	
Via N alter.	Via N alter.	6600

Section 610.6008 VOR Civil Airway 8
is amended by adding:

FROM	TO	MEA
Denver,Colo.VOR	Imperial,Nebr.VOR	
Via N alter.	Via N alter.	9000

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Dodge City,Kans. VOR	Great Bend INT,Kans.	
Via N alter.	Via N alter.	*4500

*3600 - MOCA

Great Bend INT, Kans.	Sterling INT,Kans.	
Via N alter.	Via N alter.	*4500

*3300 - MOCA

Sterling INT,Kans.	Hutchinson,Kans.VOR	
Via N alter.	Via N alter.	
	NW-bound	4000
	SE-bound	3000
Selinsgrove,Pa. VOR	Stroudsburg,Pa. VOR	4000

Section 610.6011 VOR Civil Airway 11
is amended to delete:

FROM	TO	MEA
Memphis,Tenn.VOR	Dversburg,Tenn.VOR	
Via W alter.	Via W alter.	2300

Section 610.6012 VOR Civil Airway 12
is amended to delete:

FROM	TO	MEA
Terre Haute,Ind. VOR	Indianapolis,Ind. VOR	
Via N alter.	Via N alter.	2200

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
Winslow,Ariz.VOR	Zuni,N.Mex.VOR	10000

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
Dallas,Tex.VOR	Prosper INT,Tex.	*2100

*1900 - MOCA

Prosper INT,Tex.	Ardmore,Okla.VOR	2200
Waco,Tex.VOR	De Soto INT,Tex.	2000
De Soto INT,Tex.	Fair Park INT,Tex.	*2600

*2000 - MOCA

Fair Park INT, Tex.	Dallas,Tex.VOR	2000
Sioux City,Iowa VOR	Sioux Falls,S.D. VOR	
Via E alter.	Via E alter.	3400

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Abilene,Tex.VOR	Breckenridge INT,Tex.	
Via N alter.	Via N alter.	*3500

*3100 - MOCA

Breckenridge INT, Tex.	Mineral Wells,Tex. VOR	
Via N alter.	Via N alter.	*3500

*3000 - MOCA

Little Elm INT, Tex.	*McKinney INT,Tex.	
Via N alter.	Via N alter.	**4300

*4300 - MRA
**2100 - MOCA

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Waco,Tex.VOR	*Mill INT,Tex.	
Via W alter.	Via W alter.	**3500

*3500 - MRA
**2500 - MOCA

Mill INT,Tex.	Mineral Wells,Tex.VOR	
Via W alter.	Via W alter.	*3500

*2400 - MOCA

Mineral Wells, Tex.VOR	Ft.Worth,Tex.VOR	
Via W alter.	Via W alter.	2500

Section 610.6017 VOR Civil Airway 17
is amended by adding:

FROM	TO	MEA
San Antonio,Tex. VOR	Austin,Tex. VOR	2600

Section 610.6023 VOR Civil Airway 23
is amended to read in part:

FROM	TO	MEA
Sacramento,Calif. VOR	*Grimes INT,Calif.	2000

*4000 - MCA Grimes INT, N-bound

Grimes INT,Calif.	Red Bluff,Calif. VOR	4000

Section 610.6027 VOR Civil Airway 27
is amended by adding:

FROM	TO	MEA
Camarillo,Calif. LFR	Santa Barbara, Calif. VOR	6000

Section 610.6030 VOR Civil Airway 30
is amended to delete:

FROM	TO	MEA
Selinsgrove,Pa. VOR	Allentown,Pa.VOR	3500

Section 610.6030 VOR Civil Airway 30
is amended to read in part:

FROM	TO	MEA
Wellington,Ohio VAR	Fairlawn INT,Ohio	2500
Fairlawn INT,Ohio	Youngstown,Ohio VOR	2500

Section 610.6030 VOR Civil Airway 30
is amended by adding:

FROM	TO	MEA
Selinsgrove,Pa. VOR	*E.Texas INT,Pa.	**10000
*10000 - MRA		
**4000 - MOCA		
E.Texas INT,Pa.	Ringoes INT,N.J.	*6000
*2500 - MOCA		
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000

Section 610.6033 VOR Civil Airway 33
is amended to read in part:

FROM	TO	MEA
Bradford,Pa.VOR	Buffalo,N.Y.VOR	4500

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Turnpike INT,Pa.	*Hadley INT,Pa.	**4000
*4000 - MRA		
**3000 - MOCA		
Hadley INT,Pa.	Meadville INT,Pa.	*4000
*3000 - MOCA		
Meadville INT,Pa.	Erie,Pa.VOR	3000

Section 610.6047 VOR Civil Airway 47
is amended to read in part:

FROM	TO	MEA
Cincinnati,Ohio VOR	Dayton,Ohio VOR	3000
Hamilton INT, Ohio	Cincinnati,Ohio VOR S-bound only	2300
Cincinnati,Ohio VOR	Dayton,Ohio VOR	
Via W alter.	Via W alter.	2500

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Jacksonville,Fla. VOR	Folkston INT,Ga.	1300
Folkston INT,Ga.	*Waycross INT,Ga.	1600
*1800 - MRA		
Waycross INT,Ga.	Alma,Ga.VOR	1600

Section 610.6053 VOR Civil Airway 53
is amended to read in part:

FROM	TO	MEA
Tri-City,Tenn.VOR	Hilton INT,Va.	5500
Hilton INT,Va.	Daley INT,Ky.	6200
*Daley INT,Ky.	Lexington,Ky.VOR	3500
*5000 - MCA Daley INT, SE-bound		

Section 610.6055 VOR Civil Airway 55
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR	*Dawn INT,Ohio	
Via W alter.	Via W alter.	2200
*3500 - MRA		
Dawn INT,Ohio	Ft.Wayne,Ind.VOR	
Via W alter.	Via W alter.	2200

Section 610.6073 VOR Civil Airway 73
is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	Pawhuska INT,Okla.	2200
Pawhuska INT, Okla.	*Cambridge INT, Kans.	3000
*3000 - MRA		

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
Wichita Falls, Tex. VOR	Bray INT,Okla.	
Via E alter.	Via E alter.	*2800
*2500 - MOCA		

Section 610.6091 VOR Civil Airway 91
is amended to read in part:

FROM	TO	MEA
Albany,N.Y.VOR	Keesville INT,N.Y.	6000
*Keesville INT, N.Y.	Plattsburg,N.Y. VOR	3000
*4000 - MCA Keesville INT, S-bound		
Glens Falls INT, N.Y.	Albany,N.Y.VOR S-bound only	3000

Section 610.6093 VOR Civil Airway 93
is amended by adding:

FROM	TO	MEA
Eddy INT,N.Y.	Albany,N.Y.VOR	5500

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Cross City,Fla. VOR	Lobster INT,Fla.	
Via E alter.	Via E alter.	*2000
*1500 - MOCA		
Lobster INT,Fla.	Tallahassee,Fla.VOR	
Via E alter.	Via E alter.	1500
La Crosse,Wis. VOR	*Wabasha INT,Wis.	2600
*3000 - MRA		
Wabasha INT,Wis.	Diamond Bluff INT, Wis.	2600

Section 610.6107 VOR Civil Airway 107
is amended to read in part:

FROM	TO	MEA
Coalinga,Calif. VOR	*Oakland,Calif.VOR	7000
*2500 - MCA Oakland VOR, SE-bound		
Oakland,Calif. VOR	*Geyserville INT, Calif.	6000
*8500 - MRA		
Geyserville INT, Calif.	Ukiah,Calif.VOR	6000

Section 610.6114 VOR Civil Airway 114
is amended to read in part:

FROM	TO	MEA
Clayton INT,Tex.	Dalhart,Tex.VOR N-bound	*10000
	S-bound	*7200
*6200 - MOCA		

Section 610.6123 VOR Civil Airway 123
is added to read:

FROM	TO	MEA
Woodstown,N.J.VOR	Echelon INT,N.J.	1500
Echelon INT,N.J.	Highstown INT, N.J.	*2500
*1500 - MOCA		
Highstown INT, N.J.	Walling INT,N.J.	*3500
*1500 - MOCA		
Walling INT,N.J.	Coney Island INT, N.Y.	*2500
*1500 - MOCA		
Coney Island INT, N.Y.	La Guardia,N.Y. ILS loc.	1500
La Guardia,N.Y. ILS loc.	New Rochelle INT, N.Y.	1500
New Rochelle INT,N.Y.	Wilton,Conn.VOR	2000

Section 610.6128 VOR Civil Airway 128
is amended by adding:

FROM	TO	MEA
Cincinnati,Ohio VOR	York,Ky.VOR	2500

Section 610.6132 VOR Civil Airway 132
is amended to read in part:

FROM	TO	MEA
Goodland,Kans.VOR	Great Bend INT, Kans.	*8500
*5000 - MOCA		

Section 610.6137 VOR Civil Airway 137
is amended to read in part:

FROM	TO	MEA
*Palmdale,Calif. VOR	Victory INT,Calif. NW-bound	10000
	SE-bound	6000
*11000 - MCA Palmdale VOR, SE-bound		
*8000 - MCA Palmdale VOR, NW-bound		
Victory INT, Calif.	White Oaks INT, Calif.	10000
Coalinga,Calif. VOR	Benito INT,Calif.	*8500
*7500 - MOCA		
Benito INT,Calif.	Salinas,Calif.VOR	6000

Section 610.6138 VOR Civil Airway 138
is amended to read:

FROM	TO	MEA
Rock River,Wyo. VOR	Cheyenne,Wyo.VOR	10500
*Cheyenne,Wyo.VOR	Sidney,Nebr.VOR	7300
*8500 - MCA Cheyenne VOR, W-bound		
Rock River, Wyo. VOR	Cheyenne,Wyo.VOR	
Via N alter.	Via N alter.	10500
Cheyenne,Wyo.VOR	Sidney,Nebr.VOR	7300
Via S alter.	Via S alter.	

Section 610.6144 VOR Civil Airway 144
is amended to read in part:

FROM	TO	MEA
Mansfield,Ohio VOR	*Briar Hill INT, Ohio	2500
*4000 - MRA		
Briar Hill INT, Ohio	Baltic INT,Ohio	2500
Baltic INT,Ohio	*Moorefield INT, Ohio	**3000
*3000 - MRA		
**2500 - MOCA		

Section 610.6148 VOR Civil Airway 148
is amended to read in part:

FROM	TO	MEA
Thurman,Colo.VOR	Int.077 rad.Akron, Colo.VOR & 224 rad. Imperial,Nebr.VOR	5900
Int.077 rad.Akron, Colo.&224 rad. Imperial,Nebr.VOR	Imperial,Nebr.VOR	5600

Section 610.6163 VOR Civil Airway 163
is amended to delete:

FROM	TO	MEA
Waco,Tex.VOR	Mill INT,Tex.	*3500
*2500 - MOCA		
Mill INT,Tex.	Mineral Wells,Tex. VOR	*3500
*2400 - MOCA		

Section 610.6165 VOR Civil Airway 165
is amended to read in part:

FROM	TO	MEA
*Palmdale,Calif. VOR	Victory INT,Calif. NW-bound	10000
	SE-bound	6000
*8000 - MCA Palmdale VOR, NW-bound		
*9000 - MCA Palmdale VOR, S-bound		
Victory INT, Calif.	White Oaks INT, Calif.	10000

Section 610.6166 VOR Civil Airway 166
is amended to read in part:

FROM	TO	MEA
Parkton INT,Md.	West Chester,Pa. VOR	2000

Section 610.6168 VOR Civil Airway 168 is added to read:

FROM	TO	MEA
Selinsgrove,Pa. VOR	Allentown,Pa.VOR	3500
Allentown,Pa.VOR	Belle Mead INT, N.J.	2500
Belle Mead INT, N.J.	New Brunswick INT, N.J.	2000
New Brunswick INT, N.J.	Colts Neck,N.J. VOR	1500

Section 610.6169 VOR Civil Airway 169 is amended to read in part:

FROM	TO	MEA
Chadron,Nebr.VOR Via E alter.	Rapid City,S.D.VOR Via E alter.	5600 5600

Section 610.6185 VOR Civil Airway 185 is amended to read in part:

FROM	TO	MEA
Augusta,Ga.VOR *2700 - MRA	*Laurens INT,S.C.	2300
Laurens INT,S.C.	Spartanburg,S.C. VOR	2300
Spartanburg,S.C. VOR	Asheville,N.C.VOR	6000

Section 610.6194 VOR Civil Airway 194 is amended to read in part:

FROM	TO	MEA
Royston,Ga.VOR	Honea INT,S.C.	2200
Honea INT,S.C. *2700 - MRA **2000 - MOCA	*Laurens INT,S.C.	**2700
Laurens INT,S.C. *1900 - MOCA	Union INT,S.C.	*3000
Union INT,S.C.	Charlotte,S.C.VOR	2000

Section 610.6195 VOR Civil Airway 195 is amended to read in part:

FROM	TO	MEA
Oakland,Calif.VOR Via W alter.	Rio INT,Calif. Via W alter.	4000
Rio INT,Calif. Via W alter.	Williams,Calif.VOR Via W alter.	5000
Bay Point,Calif. FM Via W alter.	Rio INT,Calif. NE-bound only Via W alter.	2000

Section 610.6210 VOR Civil Airway 210 is amended to read:

FROM	TO	MEA
*Los Angeles, Calif. VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000

Section 610.6212 VOR Civil Airway 212 is amended to read in part:

FROM	TO	MEA
*Ft.Ross INT, Calif. *10500 - MCA Ft. Ross INT, NE-bound **8500 - MRA	**Geyserville INT, Calif.	10500

Section 610.6242 VOR Civil Airway 242 is amended to read in part:

FROM	TO	MEA
Mobile,Ala.VOR *2000 - MRA	*Bon Secour INT, Ala.	1600

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 24 - Waterloo, Iowa - Add CAA telephone number ADams 3-5528.

(2) Page 25 - Detroit (Wayne Major Arpt), Mich. - Correct WB telephone number to read: LOgan 3-4410*

(3) Page 25 - Minneapolis, Minn. - Correct CAA telephone number to read: PArkway 9-9386.

(4) Page 25 - Chadron, Nebr. - Correct CAA telephone number to read: 4453.

(5) Page 29 - Minneapolis, Minn. - Correct ASDO telephone number to read: PArkway 9-7301.

(6) Page 31 - FCC HF/DF Stations. Correct Livermore, Calif. to read: *Livermore, Calif.

(7) Page 101 - (Airborne) Minneapolis, Minn. - Correct VOR rcvr check point to read: 164°; EDGY Commercial Broadcast Station located 6 mi SW of Wold-Chamberlain Fld.

(8) Page 102 - (Airborne) - Sacramento, Calif. - Add VOR rcvr check point: 015°; at approach end of runway 02; 100'.

(9) Page 102 - (Airborne) - Wichita Falls, Tex. (Sheppard AFB) - Correct to read: 011°; at the bridge over Red River, 8 miles N of Sheppard AFB; 1500'.

(10) Page 104 - (Ground) - Gila Bend, Ariz. - Correct VOR rcvr check point to read: 167°.

(11) Page 102 - (Airborne) - Ukiah, Calif. - Correct VOR rcvr check point to read: 107°.

(12) Page 104 - (Ground) - Jackson, Miss. - Correct VOR rcvr check point to read: 155°.

(13) Page 107 - (Ground) - Tallahassee (Dale Mabry), Fla. - Correct VOR rcvr check point to read: 159°.

(14) Page 71 - SECTION IV - Correct date to read: December 1, 1955.

✓ AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 11, No. 12, dated August 21, 1956, as follows:

(1) Page 9 - On-Request Reporting Points, Under Cancel: SMYRNA LF INTSXN - Correct to read: the intsxn of the NW course Atlanta Ga LF rdo rng and the W course of the Atlanta, Ga. Navy LF rdo rng.

DIRECTORY OF AIRPORTS: The Directory of Airports, scheduled to appear in September 4, 1956 issue of the Airman's Guide, will appear instead in Volume 11, No. 15, dated October 2, 1956.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CSN	Casanova, Va. VOR (Name correction)
JAS	Jasper, Texas, Jasper County Arpt (Assignment)
*WUM	Taguac, Guam (Assignment)

*KWUM will be used as international indicator

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.

** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd.

BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (8-30)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

★HUNTSVILLE-RADIO: Sept 13, scheduled wea bdcasts inaugurated. Class:BVOR.

HUNTSVILLE MUN ARPT: Caution - rnwy 18-36 under const.

MONTGOMERY-DANNELLY FLD-TOWER: About Oct 16, ILS glide slope, MM and LMM will be shut down until approx Jan 1 - relctn. Lclzr, OM and LOM will remain in opern. FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

ALABAMA: MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

**OZARK ARPT: New fld. Type: L. Lat 31-27-30, long. 85-37-15. Lctn: 2.0SE. Elev: 358'. No. of rnwys 1 - 2000' x 200' - sod. Lngst rnwy & facs: 20. Remarks: Drive-in theater S.

RED BAY MUN ARPT: Closed -const. (7-26)

ARIZONA: AJO ARPT: Beacon and lgts inop. (6-18)

**BOWIE ARPT: Delete from records. (9-10)

**CACTUS-NORTH PHOENIX ARPT: Delete from records. (9-10)

**CHANDLER-RIGGS ARPT: Abandoned. (6-11)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

**DEWEY-HUMBOLDT ARPT: Abandoned. (8-20)

**FLORENCE JUNCTION ARPT: Delete from records.(9-10)

FT. HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until Dec 15, artillery firing and drone flying. (9-10)

GILA BEND-SPECIAL NOTICE: Captive balloons anchored on 1500 ft cables will be flown 1100 Mon thru 1100 Fri on 24 hr basis at Dateland and Gila Bend Aux AFB. Lgtd by one red lgt ngts. Extreme caution advised at low alts near these locations. (8-23)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (8-23)

**GILA BEND-C.L. STEPHENS RANCH ARPT: Delete from records. (9-10)

**GLOBE-CUTTER ARPT: Delete from records. (9-10)

HASSAYAMPA-RADIO: VOR/DME usable to 30 n mi from 30°-70°, 240°-255°, 320°-345° and 40 n mi from 70°-85° at MEA. (3-30) About Sept 25, VOR/DME will be shut down.(9-17)

**MANY FARMS ARPT: Delete from records. (9-10)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

**RAINBOW LODGE-NAVAJO MOUNTAIN ARPT: Delete from records. (9-10)

**ROUND ROCK ARPT: Delete from records. (9-10)

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

**SEDONA-OAK CREEK ARPT: New fld - Type: P. Lat 34-50, long. 111-47. Lctn: 2 mi SE Elev: 4800'. No. of rnwys: 1. Lngst rnwy & facs: 38. Fuel: F2. (5-7)

**THEBA-GILLISPIE ARPT: Delete from records. (9-10)

**TOLTEC ARPT: Delete from records. (9-10)

**TONTO BASIN-PUMPKIN CENTER ARPT: Delete from records. (9-10)

TUCSON-RADIO: VOR/DME coverage: 360°-050° 35 n mi 11,000'; 050°-060°,22 n mi 11,000'; 060°-075° 35 n mi 11,000'; 075°-085° 21 n mi 11,000'; 090°-170° 40 n mi 12,000'; 225°-230° 40 n mi 7,000'; 330°-345° 35 n mi 11,000'; 345°-360° 25 n mi 11,000'. (7-17) Effect 0001Z Sept 28, Gilpin FM on 302° radial VOR rng ident will be changed to "A". (9-7)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**WHITE RIVER-FORT APACHE ARPT: Delete from records. (9-10)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: **ARKADELPHIA, #24, DAL-LOU: Permanently discontinued. (8-15)

EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)

FT. SMITH-RADIO: About Sept 5, VOR shut down until approx Oct 5 - modernization.(9-5)

HARRISON ARPT: Fld clsd ngts.

LITTLE ROCK-ADAMS FLD: Sept 10, ILS lclzr and glide slope cmsnd. Lclzr freq: 110.3 mc, with voice. Ident: LIT. Lclzr lctd 770' from NE end of NE/SW rnwy on extended centerline. Lat 34-44-15, long. 92-13-07. Glide slope freq: 335 mc. Glide slope lctd 1000' from SW end of NE/SW rnwy 500' from centerline. Lat 34-43-32, long. 92-14-10. Glide angle 3.04°. Apch bear : 40°. Alt over MM 500'; OM 1800' MSL. BC-restricted acct of bends. (9-10)

**MAGNOLIA ARPT: 289'(639'MSL) lgtd rdo twr erected 2.1 n mi NE at lat 33-15-50, long. 93-10-45. (9-1)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)

**PRESCOTT ARPT: Abandoned. (8-27)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness - bends.

ARKANSAS: WALNUT RIDGE-RADIO: Sept 14, VOR shut down until approx Oct 11. During this period the MEA will be affected as follows: V-140 is 4500' on segments over Walnut Ridge; MEA on V 69 Walnut Ridge to Farmington, Mo. is 6000'. (9-11)

CALIFORNIA: **ADELANTO-GREY BUTTE ARPT: Abandoned. (5-28)

**ALTURAS ARPT #1: 50' TV antenna on top of bldg on NE apch of main rnwy. (8-21)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BAKERSFIELD-KERN COUNTY ARPT-TOWER: Effect. Sept 30, twr hrs opern will be: 0600-2200. (9-7)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BURBANK-LOCKHEED ARPT-TOWER: Sept 15, TASR cmsnd. Trans: 260 kc; 109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, and 360.6 mc. (9-14)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CHINO PACIFIC ARPT: Clsd to all acft xcpt on official business PAC Airmotive Co. Equip on or near rnwys-caution. Rnwy 3-21 under const both ends. Rnwy 8-26 clsd.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

CRESCENT CITY-DEL NORTE COUNTY ARPT: Entire length of rnwy 11 usable and free of drifting sand. (6-15)

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

**EUREKA ARPT: 345' lgtd rdo twr erected 2.1 n mi SE(145°T) at lat 40-45, long 124-10.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. About Sept 25, VOR will be shut down until approx Oct 10. During that period, the following arwys will not be usable: V-107 LAX-Maricopa Int; V-209 LAX-Int FIM 296° SBA 013°; V-12 SBA-Saugus Int. (8-230

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down - relctn. (8-17) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd-usable length 6750'. Extreme caution apch end rnwy 11, large equip working in rnwy extension area. (7-5)

**FURNACE CREEK ARPT: (formerly Furnace Creek, 17, RIV-DLS). Reinstated: Type: L. Lat 36-28, long. 116-52. Lctn: 2.0 NW. Elev: 211'. No. of rnwy: 1. Lngst rnwy & facs: h57. (8-22)

GLENDALE-RADIO: Sept 14, ident homing fac changed from GLN to GCE.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress.

KLAMATH-McBETH ARPT: Closed. (6-13)

**LAKE HUGHES-SKY CASTLE: Abandoned. (6-25)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt ** const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd-const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (6-27) N 800' apch end rnwy 16L perm clsd.

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR and LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16) About October 1, VOR will be shut down until approx Oct 15. During this period the following arwys will not be usable: V-23 Long Beach - White Oaks Int; V-16 Ontario - Los Angeles: V-107, 209 Fillmore - Los Angeles; V 201 Corbina Int - Berry Int; V-210 Daggett-Los Angeles. (9-12)

CALIFORNIA: LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt; All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL,approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descent below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat. down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

MARYSVILLE-RADIO: Sept 4, VOR shut down until approx Sept 26 - modernization. (8-5)

**MOJAVE-MYER ARPT: Abandoned. (5-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKALND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. TFC operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc. pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.

OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equipment lgtd and mrkd. Use extreme caution when flying over or within this area.

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at min en route alt. (10-10) About Sept 10, VOR will be shut down until approx Sept 25. (8-30)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th flghter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

**REDLANDS-FLYING INN-REDLANDS: ARPT: (Formerly Redlands Arpt) : longest rnwy & facs: 26-L4-S3. Fuel: F2. Rems: chg to: Rgt tfc E. Lgts on req after 2400. Rolling.

**RICE FLD: Abandoned. (6-14)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

★SACRAMENTO-McCLELLAN AFB-RADIO: USAF homing fac class: MHW. (9-7)

CALIFORNIA: SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather.

**SACRAMENTO-BRANSTETTER ARPT: 574' (MSL) antenna twr erected 3.9 n mi SE (152°T) at lat 38-35-16, 121-29-22. (7-6)

SALINAS RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN ANDREAS-CALAVERAS COUNTY ARPT: New fld. Type: P. Lat 38-11, long. 120-40. Lctn: 0.5 SE. Elev: 1200'. No. of rnwys: 1 - E/W. Lngst rnwy & facs: h20-*L4-S3. Fuel: F2. Remarks: No storage.

SAN DIEGO-RADIO: Aug 22, VOR shut down.

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach,requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

SAN FRANCISCO-RADIO: About Sept 17, VOR anme and ident will be changed to Agnew, AGW. Lctn and freq remain unchanged. (8-30)

★SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Interference on 119.1 mc vicinity ILS OM. (4-24) About Sept 27, freq 257.8 mc will be decmsnd. (9-13) Sept 13, 263.0mc cmsnd.

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (8-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during night use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks imdtly S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Rnwy 16-34 clsd. SAll taxiways xcpt taxiway A clsd. Excavation with hvy equip. in progress in all areas-mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs exercise extreme caution. Minimum altitude for low approaches is 528' MSL.

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Closed - reconstruction. (-518)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355°, at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 5,000'.

WILLIAMS-RADIO: Soon VOR will be shutdown. During this period the following arwys will not be usable: V-195 Red Bluff - Sacramento; V-195W Williams - Rio Int; V-212 Fort Ross Int - Coloma Int; V-200 Lakeport Int - Mt. Lola Int. (8-16)

COLORADO: CAMP HALE-CONTROLLED FIRING AREA: The following temporary Controlled Firing Area is established: Name: Camp Hale, Colo. Description: N boundary lat 39-40; E boundary long. 106-03; S boundary lat 39-21; W boundary long. 106-26. Altitudes: Surface to 20,000 ft MSL. Time of Use: Unlimited. Activities Conducted: Field artillery and mortar firing. Controlling Agency: Commanding General, Ft. Carson, Colo. Effective date: August 1 - September 30, 1956 .

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of tower. (5-1)

CORTEZ-MONTEZUMA COUNTY ARPT: Clsd-const. Lgt acft use adj Ute Fld. (9-16)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely neceasary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. Two-way rdo required. (-12)

EADS ARPT: Emergency only - rough. (4-20)

★KREMMLING-RADIO: Sept 7, VOR freq changed to 113.8 mc.

COLORADO: LONGMONT ARPT: NW/SE rnwy under const. (3-13)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
PUEBLO-RADIO: Soon VOR will be shutdown. During this period the following arwys will not be usable: V-19 Kiowa - Raton; V-114 Pueblo - Dalhart; V-10, 10N Pueblo - Lamar.
PUEBLO MEMORIAL ARPT: Caution-extensive const entire concrete ramp area. Men, equip on ramp days-hazard areas mrkd by flares nights. (7-17)
CONNECTICUT: BRIDGEPORT-RADIO: About Oct 2, LFR will be shut down until approx Oct 6.
**ESSEX-DOANE ARPT: Abandoned.
HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd, use for taxiing only.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WINDSOR LOCKS-BRADLEY FLD: No service, fuel, maintenance, or parking facilities for transient military aircraft - repairs to ramp and hangar. (5-15)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 nautical miles at 3000'; 230°-360°, 35 nautical miles at 3000'; 360°-015°, 35 nautical miles at 2500'.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution - NNE/SSW and NNW/SSE runways rough. Men and equipment on field. Extensive glider activity weekends and evenings. (3-29)
**HARRINGTON ARPT: ABANDONED. (5-28)
NEW CASTLE-BELLANCA FLD: Sod strips closed - rough. Use runway and taxi strip only. (5-22)
WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inop. (8-18) FLD: Due to limited visibility, tower unable to control surface traffic on parking ramps.
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam construction along East bank Potomac River, 3/4 mile North of Key Bridge at Dalecaria, Maryland.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
**WASHINGTON NATIONAL ARPT: Rnwy 9-27 perm clsd. - mrkd. Limited parking and taxiing West of taxiway #6. Taxiing east of taxiway #6 will be at discretion of control tower only. (6-20) USAF, NAVY CG: Clsd to all aircraft except: (a) Aircraft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA require prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO aircraft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Approach to runway 36 will be cleared during IFR conditions and night operations. 90' pile driver operating on approach end runway 36. (7-20)
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BREWSTER-SPECIAL NOTICE: 200'(346'MSL)lgtd steel stack being erected 1.3 n mi E.
**CLEWISTON-SUGARLAND ARPT: Reinstated. - Type: P. Lat. 26-44; long. 80-57. Lctn: 1 mi SW. Elev: 18. No. of rnwys: 3. Lngst rnwy & facs: 30-S3. Fuel: Fl. Remarks: P-lines N, NE, SW, trees NW. (8-15)
DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int MRA 3500'. Due temp shutdown, temp MEA V 3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500' V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.
EVERGLADES ARPT: Closed - due construction.
FT. MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.
JACKSONVILLE-RADIO: DME/VOR cover. 35 n mi MEA. Radials 180°-260° (xcp 248°) usable to 9 n mi.
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operns.
KEY WEST-RADIO: About Oct 2, E course LFR will be realigned from 251° to 254°. (9-14)
KEY WEST-INTN'L ARPT: Caution new fld under const. No night operns. Const. equip on and about rnwys. First 1500' rnwy 26 clsd. Rnwys 34 and 16 clsd. Large or fast acft taking off from rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft.

FLORIDA:
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Saturday and Sunday must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel available for civil aircraft. No itinerant landings runways 18-R-36L and 8L-26R. (5-16)
MIAMI-RADIO: About Sept. 20, W course LFR will be realigned from 093° to 095°. (8-28)
★MIAMI-AIR ROUTE TRAFFIC CONTROL CENTER: Sept. 10, 348.6 mc decmsnd, and 269.0, and 311.8 cmsnd.
MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of a ten n mi radius at night, at altitudes of 3,000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.
MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.
**PANAMA CITY-CITY AIRPARK: ABANDONED. (7-23)
**PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution-shoulders soft. Men and equip. adj rnwys. (9-8) Rnwy lgts no longer available. (9-7)
PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics bein., conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Monday thru Saturday. Intensive ngt flight training to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on arwys, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PENSACOLA-SPECIAL NOTICE: 163'(163'MSL) lgtd derrick erected 6.5 n mi SE Pensacola NAS at lat 30-24-48, long 87-04-23. (8-27) 248'(256' MSL) lgtd rdo twr erected 3.3 n mi E of NAAS Corry Fld at lat 30-24-18, long 87-12-56. (8-28)
★PENSACOLA ARPT-TOWER: Sept. 11, freq 243.0 mc cmsnd, stn and twr.
PORT ST. JOE-SPECIAL NOTICE: 178' (188'MSL) lgtd rdo twr being erected 0.85 n mi SE at lat 29-47-23, long 85-17-14. (8-27)
**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: Rnwy 16-34 clsd-mrkd as ramp & taxiwy
TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)
TALLAHASSEE-DALE MABRY ARPT: Lgtd plant being erected 22.6 n mi SSE, lat 30-05, long. 84-10. Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate a rpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd air carrier ngts.
**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500 ft. unless in contact with and cleared by MacDill AFB twr. Military acft operg VFR in Tampa Bay area should avoid Tampa Intn'l and Pinellas County Intn'l control zones or remain above 2500 ft. unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts.
TAMPA-RADIO: VOR courses 95°-105° unusable.
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd nights. (2-15)
★WETAPPO-RADIO: AF homing fac freq changed to 385 kc. (9-12)

GEORGIA: ALBANY ARPT: Closed to air carrier aircraft exceeding 50,000 lbs except as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of airport. Contact Turner tower on 126.18 mc for Advisory Info. If unable to contact Turner tower contact Albany radio for relay. (11-18)

GEORGIA: ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt.(2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area,this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. Th is channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)
ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: Soon freq 348.6 mc will be discontd. UHF-equipped acft are req to contact Atlanta Center on 301.4, 307.9, 324.7, 353.7 or 360.6 mc. (8-17)
ATLANTA ARPT: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq.(3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
CAMPBELLTON-RADIO: About Sept 20, LF rng will be decmsnd. (9-8)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples.(8-29) VOR courses 350°-30° unusable acct bends and roughness. (3-17) About Oct 15, VOR will be shut down - relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long 85-01-06, 6.2 n mi NW of arpt. (8-30)
COLUMBUS ARPT: E/W rnwy clsd - const. (8-14)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. About Oct 15, VOR will be shut down - relctn. About Dec 13, will be recmsnd at lat 33-02-54, long. 85-12-24, 7 n mi NW of La Grange arpt. (8-30)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
ROYSTON-RADIO: VOR/DME shut down July 9 until approx Sept 10. Temp change in MEA during shut down period V20-ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'. (7-9)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
**BOISE-CAMPBELL ARPT: Formerly carried as Boise, Major's Arpt. (5-29)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
**CALDER ARPT: Abandoned. (6-30)
DIXIE USFS ARPT: Closed - const.(6-5)
**IDAHO FALLS-FANNING FLD: Formerly carried as Idaho Falls Municipal Airport.
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft. MSL.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1) Sept 17, VOR/DME shut down until approx Oct 26 - modernization.
CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)
**CHERRY VALLEY-MORLIND ARPT: Formerly carried as Franklyn Arpt. (7-19)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600 ft south of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20 mi all azimuths, beyond 9 mi 360°-015°, 190°-200°, 160°-170°, not usable 040°-050°. (8-24) FLD: Single eng transient
ILLINOIS: acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
★CHICAGO-O'HARE INTERNATIONAL ARPT-TOWER: Sept 6, TVOR cmsnd with voice. Freq: 108.4 mc. Ident: ORD. Monitoring category (1). Lctd lat 41-59-22, long 87-54-10.
FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14-32 clsd-const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'HARE apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)
**CHICAGO-SMITH SEAPLANE BASE: Three 255'(844'MSL) brick chimneys being erected 0.5 mi N. (5-4) Base abandoned. (8-24)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°; 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)
ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)
**GALESBURG ARPT: A 355' (1130'MSL) lgtd transmitting twr erected 3 n mi SE(120°T) at lat 40-56-36, long 90-20-39. (8-6) Reported unattended. Obstns and equip. on fld-caution. Land at own risk. (9-14)
**HARVARD-DACY ARPT: 251'(1268'MSL) lgtd rdo twr being erected 7.5 n mi WNW(296°T) at lat 42-28-57, long 88-47-28. (8-28)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-MITCHELL ARPT: Obstn lgts inop on 123' water tank lctd 5200' SE at lat 41-50-00, long 88-02-30. (4-12) unmrkd.
LOMBARD-YORK TOWNSHIP ARPT:Trans. line approx 3000' W. Height of twrs, 123', unlgtd,
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd at ends.
**MENDOTA-FITZGERALD ARPT: Delete from records. (8-29)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
PONTIAC-RADIO: Soon, VOR will be shut down until approx Nov 1 - modernization.(8-28)
QUINCY-RADIO: Aug 29 ILS glide slope and lclzr shut down until approx Sept 19.(8-29)
QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity runway lighting system commissioned on runwy 3-21. (9-12)
**ROCHELLE ARPT: 238'(1230'MSL) lgtd rdo twr being erected 8.7 n mi ESE(121°T) at lat 41-50-44, long 88-55-26. (8-28)
**ROCKFORD-GREATER ROCKFORD ARPT: 201'(1081'MSL) lgtd rdo twr being erected 4.2 n mi WNW(304°T) at lat 42-15-00, long 89-11-35. (8-28) FLD:Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men, equip crossing rnwy-days. (7-7)
SPRINGFIELD-CAPITAL ARPT: Men and farming, mowing equip on fld-days.
WOODALE-WOODALE MOODY ARPT: Clsd irregular intervals-flgt trng. - mrkd.(5-22)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
**AUBURN ARPT: 910' (1780'MSL) lgtd TV twr erected 4.0 n mi SSE(173°T) at lat 41-19-59, long 85-03-07.

INDIANA: CAMP ATTERBURY -SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

**DECATUR-HI-WAY AIRPORT: (New field) - Type: P. Lat: 41-40; long. 85-30. Lctn: 3 mi E. Elev: 841'. No. of rnwys: 1. Lngst rnwy & facs: 26-S3. Fuel: Fl. Remarks: Soft when wet. (6-2)

**EVANSVILLE-SKYLANE ARPT: 340'(820'MSL) lgtd twr erected 1.7 n mi SW (240°T) at lat 37-59-57 long. 87-37-06.

FORT WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. Aug 7, VOR shut down until approx Sept 30 - modernization.(8-7)

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down until approx Sept 20. FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR COOK ARPT-TOWER: About Sept 19, ASR will be shut down until approx Oct 10. (8-29) FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-engine acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr.

LA FAYETTE-HALSMER ARPT: Const - E side SW end NE/SW rnwy and entire NW/SE rnwy. Rnwy lgts inop. Middle one-third NE/SW rnwy serviceable W side.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**PERRYSVILLE-HIGHLAND ARPT: 180' (911' MSL) lgtd twr erected 12 n mi SW (210°T) at lat 39-53-48, long 87-36-25.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr backcourse flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc. Trans & rcvs 118.5, 121.5, 121.9, 126.18, 236.6, 243.0 mc. Rcvs 122.5,mc, 3023.5 kc. Hours opern: 0600-2200. (7-18)

TILDEN-RADIO: See Iddianapolis, Ind.

**VALPARAISO-PORTER COUNTY ARPT: 353'(1025'MSL) lgtd rdo twr being erected 9.1 n mi S (184°T) at lat 41-18-16, long 87-01-30. (8-22)

WEST LAFAYETTE-PURDUE UNIVERSITY ARPT: Rnwy 5-23 clsd - const. (9-13)

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CEDAR RAPIDS-RADIO: VOR operg. experimentally. Freq 115.8 mc. Voice ident only.

DES MOINES-RADIO: About Sept 17, the lclzr and glide slope facility will be shut down until approx Oct 17. (8-31)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taciway and warm-up ramp of rnwy 12.

**INDEPENDENCE ARPT: Abandoned. (8-25)

MASON CITY-RADIO: Sept 4, VOR shut down until approx Nov 1.

**MILFORD-FULLER ARPT: Delete from records. (8-25)

IOWA: OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft. wide.

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. Soon VOR/DME will be shut down until approx Sept 27. (9-6)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip on rnwys, taxiways and ramp all hrs-check latest NOTAMS for rnwy closures. (6-29)

**VILLISCA-TYLER ARPT: ABANDONED. (5-28)

VINTON-MILROY ARPT: 1398' (2398'MSL) lgtd TV antenna being erected 10 n mi NE (48°T) at lat 42-17-39, long. 91-53-10. (8-13)

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

**WOODWARD ARPT: Delete from records. (8-29)

KANSAS: ANTHONY-RADIO: About Oct 1, VOR will be shut down until approx Nov 30 - modernization (9-4)

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt. (5-29)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28)

**GREAT BEND ARPT: 274' (2131'MSL) lgtd steel twr being erected 4.5 n mi ENE (82°T) at lat 38-21-10, long 98-47-05. (8-27) FLD: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

**HORTON MUN ARPT: Rnwy lgts installed on N/S rnwy. (6-21)

KANSAS CITY-FAIRFAX FLD- SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, , on W by long. 94-55,, on N by lat 39-15 thence southeast along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

**LEOTI ARPT: Abandoned. (7-19)

**LIBERAL ARPT: 680' (3504' MSL) lgtd TV twr erected 2.0 n mi E(110°T) at lat 37-02-09, long 100-54-36. (6-29) 100' lgtd oil derrick erected between intersection of the two N/S rnwys and the two NW/SE rnwys. NW/SE and N/S rnwys clsd to-tfc. (7-24)

**OAKLEY MUN ARPT: New field. Type: P. Lat 39-07, long 100-49. Lctn: 2 n mi E. Elev: 3042'. No. of rnwys: 3. Lngst rnwy & facs: 28. Fuel: F2. Remarks: P-line N. Caution when wet. (2-17)

OSBORNE ARPT: Strip lgts inop.

OTTAWA ARPT: Use turf strips with caution. (2-2)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

TOPEKA- PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only.

WICHITA ARPT-TOWER: About Sept 22, apch control fac will be moved to McConnell AFB. Wichita apch control will trans following freq: 332kc;113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 263.0, 270.6, 289,4, 335.8, 348.6, 379.4, 243.0mc;rcvs on 3023.5. kc, 120.1, 121.5, 122.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0 mc. Wichita RAPCON ASR radar will be cmsnd at the same time on a test basis only and will be used for trng purposes. (9-14) FLD: Mowing equip on fld-days. Acft remain on concrete area. Sod unsafe.

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N & S apch & take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc or rng voice channels. (8-20)

**WICHITA MUN ARPT: 708' TV twr 8.0 mi NE, lat 37-45-01, long 97-18-12, dismantled to 375' permanent level, marked and lighted. (8-16)

KENTUCKY: CARROLLTON-BUTLER ST. PARK ARPT: New fld. Type: L. Lctn: 2 SE; hwy, RR - W. Elev: 500'. No. of rnwys: 1. Lngst rnwy & facs: 25. Rems: Caution when wet. (5-15)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

**GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: 540' (1040'MSL) lgtd antenna twr being erected 10 n mi S (170°T) at lat 36-50-27, long. 88-15-27. (8-15)

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in the tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope & MM shutdown. About Oct 1, radar arrival control will be available. (8-29) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld, const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)

**MILFOED ARPT: Abandoned. (8-20)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: **ALEXANDRIA-ARPT: Perm closed. (7-31)

**BATON ROUGE-DOWNTOWN ARPT: 30' poles installed approx 350' N of N bndry.

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Sports marked with red flags. (5-4)

**DeRIDDER-BEAUREGARD PARISH: 153' (450'MSL) lgtd twr being erected 18 n mi S (185°T) at lat 31-08-24, long. 93-17-38.

**FRANKLINTON-GREEN ARPT: Perm closed. (7-31)

**HOWARD-KELLY ARPT: Perm closed. (7-31)

**JACKSON-HOLLOWAY ARPT: Perm closed. (7-31)

**LAKE ARTHUR ARPT: Perm closed. (7-31)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: Sept 4, VOR shut down until approx Oct 4. During shutdown, temp MEAS are: Jackson VOR V18 Shreveport VOR MEA 5000', Jackson VOR direct Monroe LFR MEA 1500', Monroe LFR direct Shreveport VOR MEA 1800'. (9-4)

**MORGAN CITY-BROWN & ROOT ARPT: Perm closed. (7-31)

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

★NEW ORLEANS-AIR ROUTE TRAFFIC CONTROL CENTER: Sept 5, freq 384.6 mc discontd and 317.5 mc cmsnd. (9-7)

**NEW ORLEANS ARPT: 975' lgtd TV twr being erected 7.1 n mi SE (141°T) at lat 29-57-01, long. 89-57-29. (8-24) Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down until approx Oct 8 - relctn. (8-6) FLD: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

**SHREVEPORT-DOWNTOWN ARPT: Caution-Open ditch 12' from edge of rnwy 14-32, mrkd; equip. either side. 153'(363'MSL) lgtd twr 3.1 n mi S(195°T) lat 32-39-21, long. 93-45-24.

**VINTON-BREAUX ARPT: Perm closed. (7-31)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

**BROWNVILLE JCT- PRAIRIE ARPT: Abandoned. (6-27)

HOULTON ARPT: Rnwy 1-19 closed ngt opern. Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894'MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of airport.

LIMESTONE LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

MILLINOCKET ARPT: Apron clsd all operns - const. (7-30)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtf avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Drag races will be held 0800-1700 on Sept 23 and Oct 7. (5-28)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp. rescinded.

HAGERSTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd—parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper at private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.

**AUBURN ARPT: Abandoned. (8-20)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

★BOSTON-BEDFORD(HANSCOM) ARPT-TOWER: September 13, following ILS components cmsnd: lclzr freq, 109.5 mc, with voice. Ident: BED. Lctd 1650' from E end of E/W rnwy. Glide slope freq 332.6 mc, lctd 400' N of centerline and 1350' from apch end of E/W rnwy. (9-5) FLD: Rnwy 5-23 closed xcpt for taxiing and parking.

**BOSTON-LOGAN ARPT: Rotating bcn relocated 1350' S on top of new arpt tfc ctl twr. Height 125' (150'MSL). Lat 42-21-56, long. 71-01-07. (9-10) Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibliity twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less except in an emerg, as defined by Civil Aeronautics Regulation 60.2. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution-const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline runway 4L-lighted. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg system rnwy 4R consists of green threshold lgts located 2502' NE of the SW end of rnwy 4R and bar lgts of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point. All bar type lgts present perdominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by twr. About Aug 27, apch lgtg sys will be inop for approx 21 day - construction. (7-30)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

MASSACHUSETTS: FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
**HOPEDALE-DRAPER ARPT: 155' lgtd rdo twr erected 1.6 n mi N at lat 40-08-11, long. 71-30-49. (9-2)
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle.
ORANGE ARPT: All rnwys clsd Sun. Oct 21 from 1300 to 1800 - fld mrkds. (5-24)
REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)
**REVERE SEAPLANE BASE: Will be closed during major const. 1 to 2 years. (7-27)
**WAREHAM-COUNTRY CLUB ARPT: Abandoned. (8-20)
MICHIGAN: **BATTLE CREEK-KELLOGG ARPT: 241' (1241'MSL) lgtd microwave antenna erected approx 11 n mi NNE at lat 42-29-27, long. 85-11-28. (8-30) Men and equip. on fld days. Trees above obstn lgts on SE edge fld.
BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: 60' tree at E end of E/W rnwy unlgtd. (4-24)
BIG BEAVER ARPT: E/W rnwy soft. N/S rnwy - emerg only.
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
COLDWATER-BRANCH COUNTY ARPT: Closed to all operns - const. (9-6)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft. 12,500 lbs gross and over xcpt on pilot's req. (6-27)
DETROIT-WAYNE MAJOR ARPT-TOWER: Sept 17, lclzr and glide slope shut down until approx Oct 20. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
FLINT-BISHOP ARPT: Acft restricted to hard surfaces -sod soft. (4-10)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.
**GRAYLING-McNAMARA ARPT: Open to civilian operations. (6-6)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporing steel twrs carrying power line across Portage Lake under const. (9-16)
IRON MOUNTAIN-FORD ARPT: N/S rnwy under const. (8-1)
JACKSON-REYNOLDS ARPT: 306' (1341'MSL) lgtd antenna being erected 10 n mi W(270°T) at lat 42-16-14, long. 84-39-23.
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-RADIO: July 9, VOR shut down. (7-19)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. About Sept 17, lclzr & glide slope will be shut down until approx Oct. 20. (8-6) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - construction on fld. Men, equip on fld. (6-5) Taxiway under const connecting the ramp area to end of rnwy 27. (6-25)
**LAPEER-DUPONT-LAPEER ARPT: Formerly carried as Lapeer Arpt. (5-21)
LITCHFIELD-RADIO: Aug 6, VOR/DME shut down until approx Sept 30 - modernization.
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MARQUETTE-COUNTY ARPT: Closed - const. (5-16)
MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. Rnwy lgts inop. 135' lgtd water tank 3900' E Terminal Bldg. 50' unlgtd silo 300' S of water tank. (1-18)
MICHIGAN: MENOMINEE COUNTY ARPT: Closed-const. (7-31)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE COUNTY ARPT: Open for lgt acft. (5-14)
ST. IGNACE-MACKINAW CITY-SPECIAL NOTICE: Bridge catwalk cables being strung between 552' twrs and mainland straits of Mackinac Bridge. (5-24)
SAULT STE MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. (8-8)
SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. (7-26)
**TAWAS CITY ARPT: Abandoned. (7-17)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: **BARNESVILLE ARPT: New field - Limited type. Within city limits. Elev: 1018'. No. of rnwy: 1. Lngst rnwy and facilities: 25. (9-6)
**BEMIDJI MUN ARPT: No. of rnwys: 3.
**BENSON ARPT: New fld: Type: L. Lat 45-20, long. 95-39. Lctn: 2 s mi NW. Elev: 1038. No. of rnwys: 1. Lngst rnwy & facs: 26. Remarks: No storage. (8-22)
**CLARISSA ARPT:New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.
**CLEVELAND-LAKE JEFFERSON ARPT: Abandoned. (7-20)
DULUTH-RADIO: July 11, VOR shut down until approx Sept 25. (8-29)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld-days.
GRAND RAPIDS MUN ARPT: N/S and E/W rnwys closed - const. (8-31)
**HOWARD LAKE-FRANK ARPT: Abandoned. (6-29)
**ISLE ARPT: New fld. Type: L. Lat 46-06-03, long. 93-27-42. Lctn: 0.5 N. No. of rnwys: 1. E/W - 2325' X 160 (turf). No lgts, storage or fuel.
MANKATO MEMORIAL ARPT: Rnwy lgts inop. (7-28)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
**MONTEREY TRI-MONT ARPT: Abandoned. (7-20)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-const in progress-rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lngds.
**SHERBURN ARPT: Abandoned. (7-20)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
WORTHINGTON ARPT: N/S rnwy clsd-const-machinery on other rnwys. (7-2)
MISSISSIPPI: **CORINTH, 7-MEM-TPA ARPT: 323' (863'MSL) lgtd rdo twr erected 3.5 n mi NE at lat 34-56-10, long. 88-32-02. (9-3)
GREENVILLE AFB: Caution-all altitudes, intensive jet trng within 100 n mi radius. Effect. Aug 24, NE/SW rnwy clsd -const. (8-24)
GREENWOOD-RADIO: About Sept 20, LFR will be shut down until approx Sept 30-repairs.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)
**INDIANOLA ARPT: New fld. 1.5 mi NW. One rnwy 2400' 80-87 fuel avail. Hrs attended unknown. (9-5)
MERIDIAN-RADIO: VOR radials 30°-90° usable; other courses unusable acct bends, roughness, and course displacement. (5-16) About Sept 20, VOR will be shut down - relctn. About Dec 13, will be recmsnd at lat 32-22-44, long. 88-48-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3 mc to 115.4 mc. (8-30)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough - marked. (5-23)
NATCHEZ-ADAMS COUNTY ARPT: 140' (367'MSL) drilling derrick being erected at lat 31-36, long. 91-17. (7-13)
YAZOO CITY-BARRIER ARPT: 300' (580'MSL) twr being erected 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24. (6-22)
MISSOURI: **BROOKFIELD-BROWNE'S ARPT: Abandoned. (8-25)

MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA.
DEXTERARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 acft Mon-Fri. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off.
**GRAIN VALLEY ARPT: New field-Lctd W boundary of city limits, 15 mi E of Kansas City, Mo, S of Hiway 40. No. of rnwys: 2. Lngst rnwy & facs: 24-S5. Elevation: 800'. Fuel: F1. Remarks: Open days.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
KANSAS CITY-RADIO: Moderate multiples all courses LFR.
**KANSAS CITY ARPT: A lgtd rdo transmitter bldg and antenna array being constd 50' above ground, 92' from E edge of N/S taxiway at lat 39-07-50, long 94-35-20. Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution-men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc info prior intering Kansas City control zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and heavy equipment in this area during daylight hours will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar-area mrkd. 55'(976'MSL) lgtd boom on top travelling derrick in opern on new Missouri River Bridge at lat 39-08, long 94-35. Open trench along N taxiway from term area N to E/W rnwy then W on S side of E/W rnwy and at intsxn of rnwy 35 and 21-approx length 150'. Open trench 18" deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip on fld and crossing N taxiway. Effect. Aug 26, 70' (830'MSL) lgtd pi,e driving equip will be operg 1400' NE and 400' E of extended center line of rnwy 18.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty.
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri.
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.
**PERRYVILLE, CHESTER-PERRYVILLE ARPT: West parallel rnwy perm closed.
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long 90-35 N to lat 38-54, long 90-35 NNW to lat 39-00, long 90-39 W to lat 39-00, long 90-45 W to lat 38-55, long 90-45 ESE to lat 38-51, long 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi. between 2500' and 5500' MSL.
ST. LOUIS-RADIO: September 11, VOR shut down until approx Nov 1. -modernization.
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys, apchs rough and unusable. Grass area closed.
ST. LOUIS-PARKS METROPOLITAN ARPT: Every 2nd and 4th Sunday of the month, all rnwys xcpt 8 and 26 clsd daylgt hrs. -mrkd. Aerobatic area for student training: Bounded by long 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft MSL.
ST. LOUIS-SUBURBAN ARPT: New E/W rnwy clsd all tfc. Present E/W rnwy clsd all transient acft.
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only.
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers.
**STANBERRY-ENYART ARPT: Abandoned.
**WEST PLAINS-SKY HAVEN ARPT: Effect. September 1, delete from records-closed.
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down- relocation.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
**BUTTE ARPT: 200'(8250'MSL) unlgtd antenna being erected 3.1 n mi NE(46°T) at lat 46-00-27, long 112-26-30.

MONTANA: CUT BANK-RADIO: Aug 3, VOR shut down until approx Oct. 3. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
**DIXON ARPT: Abandoned.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Following gross weight restrictions in effect: rnwys 5/23 and 7/25, 30,000 lbs; rnwy 11/29, 70,000 lbs.
**HELENA-MORRISON: Formerly carried as Herrin Field.
LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'.
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt.
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
**NINEMILE ARPT: Abandoned.
ST. IGNATIUS ARPT: Rnwy lights inoperative.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed.
★ALLIANCE-RADIO: Effect Sept 15, privately owned H fac has voice 1400-0200Z. Gds: 3023.5 kc. Fac oper cont. Class: MH.
CHADRON ARPT, SITE 15, CYS-HON: NNE/SSW rnwy clsd-const. Caution-WNW/ENE rnwy.
LINCOLN-RADIO: ILS glide slope shut down -will be relctd to 1650' SE of apch end rnwy 14, and 450' NE end of centerline.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar.
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon. thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: South 600' N/S rnwy closed - const. Occasional blasting operns rock quarry S edge of arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360,-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°,43 n mi at 12,000'.
**BATTLE MOUNTAIN-LEMAIRE FLD: Delete from records.
CARSON CITY ARPT: Fld soft rnwys and taxiways.
**DENIO ARPT: Delete from records.
**DUNPHY-DUNPHY RANCH ARPT: Delete from records.
**DUNPHY-T-S RANCH ARPT: Delete from records.
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All Pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas.

NEVADA: ✈LAS VEGAS-RADIO: The Crystal FM on the NE course decmsnd. Aug 31, relctd to lat 36-38-16, long. 114-29-43, on same course, and name changed to Logandale FM. Ident: one dash. Elev: 1600'MSL.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

**LOVELOCK ARPT: Delete from records. (9-11)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 36 n mi at 12,000'.

**OASIS ARPT: Delete from records. (9-11)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 370°-030° due to terrain.

**SHAFTER-CEDARS ARPT: Delete from records. (9-11)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Only VOR arwy radials flgt-checked. Soon VOR will be shut down until approx Nov 4 - modernization. During this period, following arwys will not be usable: V-6 BAM-LWL; V-32N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LVU 239° - MEA 13,000'. (8-23)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

**FRANKLIN ARPT: Abandoned. (8-6)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

✈KEENE-RADIO: Aug 15, "Z" marker associated with H fac decmsnd. Class: HW. (9-5)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NASHUA-GATE CITY ARPT: Closed - unsafe for acft. (8-10)

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. VOR has moderate roughness all quads. (2-16)

LAKEHURST NAS-RADIO: Navy LF rng and homing fac inop until approx Oct 1. (8-17)

MILLVILLE ARPT: Rnwy lgts inop. N.S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (8-20)

MORRISTOWN ARPT: All lndgs rnwy 30 to be made a full stop. All take-offs from end of rnwy only. (12-3)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

**NEWARK ARPT: 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operans from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip. on fld. MILITARY: Clsd to military acft

NEW JERSEY: xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**RAHWAY-WESTFIELD: Abandoned.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

**RED BANK ARPT: 363' (523'MSL) rdo relay twr being erected 5.0 n mi NNE (26°T) at lat 40-24-11, long. 74-02-38. (8-21)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rft turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT-TOWER: About Sept 28, LMM will be cmsnd, with voice. Freq: 326 kc, ident: EB. (8-20) FLD: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32, for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. Effect. June 14, 2-way rdo rqrd at all times. (8-15)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. (7-12)

**WOODBINE ARPT: Two 311' twrs lctd approx 6 mi SE now lgtd with red bcns 30 FPM.

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)

**CARLSBAD ARPT: Rnwys 3-21 and 14R-32L lgtd. (9-6) 340' (3690' MSL) lgtd rdo twr erected 4.3 n mi NNW (358° T) at lat 32-25-42, long. 104-16-01. (8-20)

CLOVIS AFB: Heavy jet traffic 0600-1500 hours (MST) daily, Mon thru Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (4-30)

**ESPANOLA ARPT: Abandoned. (8-20)

FARMINGTON ARPT: Rnwy 6-24 clsd construction. (8-21)

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

**GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop.

LOVINGTON-LEA COUNTY ARPT: Clsd all tfc - due oil drilling. (7-27)

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

SANTA FE (NEW) MUN ARPT: Taxiways to all rnwys xcpt 20 clsd-const. Use rnwys for taxiing. Equipment occasionally crossing rnwys 10-28. Flagman at crossing point. Rnwys 15-33 clsd - const. 3000' extension under const at apch end rnwy 2. Additional ramp const in progress adj present ramp and taxiway to rnwy 20. (8-7)

**SHIPROCK ARPT: (Formerly carried as Shiprock-Indian Service). (6-23)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **AMITYVILLE-ZAHNS ARPT: Rgt tfc East and South.

**BETHPAGE-GRUMMAN ARPT: Hours of opern: 0600-1730, Mon-Sat. (8-9)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

✈CALVERTON-PECONIC RIVER ARPT-TOWER: Hrs of oper. 0700-2300 Mon-Sat. FLD: Type: L. Lctn 2.0 W. Elev: 75'. Lngst rnwy & facs: h100-BL6. Remarks: RESTRICTED TO FACTORY USE. Effect Aug 15, hrs of opern 0700-2300, Mon-Sat. (8-5)

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - offical bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash vacs. Fuel unavail. transient acft. (4-5)

NEW YORK: **FULTON ARPT: Fld will be clsd 1100-1800 on Sept 23 - drag races.** W end of E/W rnwy will remain open.
HUGUENOT-RADIO: About Sept. 20, VOR will be cmsnd. Ident: HUO. Freq: 112.9 mc. Lctd at lat 41-24-38, long. 74-35-29. Elev: 1308' MSL. Monitor. category (1). Monitored from Wilkes-Barre-Scranton, Pa. Variation: 11° W. (9-7)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
★ISLIP-MacARTHUR ARPT-TOWER: ILS glide slope angle 2.5°, width 1.37°. (9-4)
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.
KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft opern in vcnty of Marcy durg daylgt hrs. (5-11)
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
NEW BURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads.
NEW YORK CITY-SPECIAL NOTICE: Cooperation of all pilots urgently requested in behalf of public attending nightly performances at Jones Beach Marine Theater to avoid flying over or in vcnty of theater between 8:00 and 11:00 p.m. (8-22) Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N. J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail. for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185' MSL ctl twr - highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxiway A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Rnwy 1R-19L clsd - avail. taxiing only. (4-2) Taxiway H now in opern. (4-12) New extension taxiway temp LL from rnwy 13L-31R to taxi way A open for full opern. Lgtd ngt. Temp taxiway LL extended from taxiway A to taxiway C open for use. Mrkd by delinerators. Caution - shoulders unstable. Follow centerline all taxiways. (8-21)
★NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail. for twr contacts. Sept. 4, apch ctl freq 125.7 mc cmsnd. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8' by 4' open ditch adj to dike lctd 100' from apch end of rnwys 22, 26, 13, 31. Transient helicopters land N of bullseye at Marine Air Terminal. Lndgs and tk-offs prohibited unless acft equipped with the CAA functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gdn ctl 121.7 mc. Clsd to jet propelled acft. General trucking 40' crane, men, equip. operg along inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd, flags-days and lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (6-28)
**NEW YORK-ROCKAWAY ARPT: Rgt tfc N, NE, E, SE. (6-21)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-28)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy clsd - const.
PLATTSBURGH-RADIO: VOR radials 260°-280°, usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'.
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat. alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
**PRATTSVILLE ARPT: Abandoned. (7-23)
ROCHESTER ARPT-TOWER: About Sept. 17, ILS will be shut down until approx Sept 20 - freq change. Lclzr from 108.3 mc to 109.5 mc; glide slope from 335 mc to 332.6 mc.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)
ROME-GRIFFIS AFB-RADIO: USAF VHF/DF unreliable 360°-90°, below 4000'. 215°-270° below 6500', 270°-284°, below 6000'; 284°-315°, below 5000'; 315°-360°, below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
★SCHENECTADY COUNTY ARPT-TOWER: Effect. Sept. 13, trans and rcvr 257.8 mc discontd and 263.0 mc cmsnd. FLD: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet interceptor acft using left hand pat. at 1878' MSL. (9-13)
**SELKIRK ARPT: Abandoned. (7-20)
SPITFIRE LAKE: Clsd seaplane operns - cxpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800'. Apch lgts inop. (6-8)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.
**VICTOR-FARMINGTON ARPT: Abandoned. (6-17)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt.
★WHITE PLAINS-WESTCHESTER CO. ARPT-TOWER: Sept. 7, lclzr freq changed from 108.1 mc to 109.7 mc; glide slope from 334.4 mc to 333.2 mc. (9-7) FLD: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted durg daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA: **CHARLOTTE-DOUGLAS ARPT: Rnwy 11-29 clsd perm to all acft over 30,000 lbs gross wt.
**ELKIN ARPT: Abandoned.
FT. BRAGG-POPE AFB-RADIO: USAF LFR to be used for homing only.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° not usable acct excessive roughness and bends. (8-4)
GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope and MM facs shut down - relctn. Glide slope flyable to 20' above rnwy. No touchdown point.
HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends. About Oct 15, VAR will be decmsnd. About March 1, 1957, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. (9-12)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 80°-100°; 125°-145°; 175°-245°; 260°-290°, unusable acct excessive roughness and bends.
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested.
SALISBURY ARPT: Boundary lgts inoperative. (2-16)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

NORTH CAROLINA: WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

**WINSTON SALEM-SMITH REYNOLDS ARPT: N/S rnwy perm clsd. (6-22)

NORTH DAKOTA: ANTELOPE: 200' (2677'MSL) lgtd temp telco test twr erected at lat 46-44-09, long. 102-06-27. Dismantling will start about Sept 20. (8-6)

BISMARCK: 200' (2101'MSL) lgtd temp test twr erected at lat 46-49-32, long. 100-46-00. Dismantling will start about Sept 10. (8-6)

★BISMARCK-RADIO: ILS glide slope angle 2.75°. Elev over MM 1868'; OM 2770'MSL. (9-1)

**BRADDOCK-RAMBOUGH ARPT: Abandoned. (7-24)

**BUTTE-AIR VALLEY ARPT: Abandoned. (7-24)

DICKINSON-RADIO: Soon VOR will be shut down until approx Nov 1.

DICKINSON ARPT: About Sept 12, erection will begin of a 200' (2830'MSL) lgtd telco test
** twr at lat 46-53-23, long. 102-39-42. Dismantling will start about Sept 26. (8-6) 621' (3556'MSL) lgtd guyed TV twr erected 6.0 n mi SSW (228°T) at lat 46-43-30, long. 102-54-58. (7-2)

**EDGELEY ARPT: Abandoned. (7-24)

FARGO-RADIO: About Oct 1, VOR will be shut down until approx Nov 30 - modernization.

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

**FORMAN ARPT: Abandoned. (7-24)

FRYBURG: 200' (3065'MSL) lgtd temp telco test twr erected at lat 46-53-19, long. 103-19-37. Dismantling will start about Sept 30. (8-6)

**HAZEN ARPT: Abandoned. (7-24)

**HILLSBORO-EIDUM ARPT: Abandoned. (7-24)

JAMESTOWN-RADIO: July 13, VOR/DME shut down. Disregard spurious signals. (7-16)

MADDOCK ARPT: Closed - construction. (6-10)

**McCLUSKY-BECK ARPT: Abandoned. (7-24)

**MENOKEN-DUTTON ARPT: Abandoned. (7-24)

**MILNOR ARPT: Abandoned. (7-24)

NEW SALEM: 200' (2588'MSL) lgtd temp telco test twr erected at lat 46-47-00, long. 101-24-10. Dismantling will begin about Sept 14. (8-6)

**OAKES-DITCH ARPT: Abandoned. (7-24)

SENTINEL BUTTE: About Sept 23, erection will begin of a 200' (3600'MSL) lgtd temp telco test twr at lat 46-52-05, long. 103-50-02. Dismantling will start about Oct 7. (8-6)

**STERLING-APPLE CREEK ARPT: Abandoned. (7-24)

**WARWICK-CAMPBELL ARPT: Abandoned. (7-24)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due to non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. Rnwy 6-24 clsd - const. (8-17)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic - camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only.

CHARDON-RADIO: Test VOR freq 117.5 mc lctd lat 41-31-06, long. 81-09-41. Operg test basis only. (8-31)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360° 60° from stn to 52 n mi at MIN. DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on field side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas - flagged and lgtd. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at
OHIO: 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way radio capable of communicating with Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. (5-17)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only - steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.

COLUMBUS-RADIO: VOR shut down - relctn. VOR will be relctd to Appleton, Ohio at lat 40-09-04, long. 82-35-23. (7-5)

**COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: Two-way rdo rqrd all types of aircraft. VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area west and southwest of arpt. Approach for Landing: Maintain 2000'MSL until on base leg or if a straight-in apch is used maintain 2000'MSL as long as practical before starting normal descent on final apch. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

★DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. Sept 17, trans 122.2 mc cmsnd.

★DAYTON ARPT-TOWER: Trans and rcvr 125.7 mc cmsnd. (9-13) FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Radio rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (5-2)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip. on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)

JEFFERSON-RADIO: Sept 11, VOR operg on test basis only. Freq 115.2 mc. Ident: JFN. Lctd lat 41-45-38, long. 80-44-51. (9-10)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

**MONTPELIER ARPT: Delete from records. (9-5)

PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and fld conditions. (4-30)

PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - NE/SW rnwy being extended to NE; flagged days.

WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-5) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will approach arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn to the E/W taxiway NW to the end. (2-15)

ZANESVILLE MUN ARPT: All acft advised to use rnwys and taxiways only.

OKLAHOMA: **ADA-MYERS ARPT: Abandoned. (7-30)
**ANADARKO ARPT: 377' (1557'MSL) lgtd rdo twr erected 2.6 n mi NE at lat 35-05-05, long. 98-13-50. (8-28)
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
**KINGSTON-CANEY CREEK ARPT: Reinstated. Type: L. Lctn: 4.3SSE; lake S. Elev: 661'. No. of rnwys: 1. Lngst rnwy & facs: 21. Remarks: Soft when wet.
LAWTON-RADIO: Soon VOR will be shut down until approx Oct 5 - modernization. (8-2)
★LAWTON-POST AAF-RADIO: Army Air Force H fac cmsnd on 308 kc. Ident: PFL. Lctd lat 34-36-19, long. 98-24-13. Class: MHWZ. (5-15)
MANGUM-PONDER ARPT: Closed. (3-2)
**PHAROAH-TRI CITY AIRPARK: Abandoned. (7-23)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

OREGON: AURORA FLIGHT STRIP: Auto drag races will be conducted Sept 30. (6-26)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
**BEAVERTON-BERNARD ARPT: 649' (1811'MSL) temp lgtd TV twr being erected 1.0 n mi N (13°T) at lat 45-31-22, long. 122-44-43. (8-21)
CASCADE LOCKS-STEVENSON ARPT: Caution-paving of rnwy. (6-8)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE-MAHLON-SWEET ARPT: Extension const N of rnwy 16-34. Apch lgts decmsnd. Half of taxiway 12 from Admin. bldg to SE end of fld clsd-hazard mrkd. (9-13)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. About Sept 17, VOR will be shut down until approx Oct 5 modernization. During this period, the following arwys will not be usable: V-25 RBL-RDM V-122 LMT-Klamath Junction Int. (8-23)
KLAMATH FALLS-KLAMATH ARPT: N 8000 ft. rnwy 14-32 usable, unmarked. Const on S end. Asphalt paving plant and power line installed 950 ft S rnwy 7-25 and 800 ft E of S end rnwy 18-36. Maximum height 45'. Caution - equip. crossing rnwys. (9-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Caution - const. (6-8)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
★MEDFORD ARPT-TOWER: Sept 6, trans and rcvr 243.0 and 257.8 mc cmsnd. UHF/DF freq cmsnd 305.4 mc. FLD: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E.
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr. alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. About Sept 20 VOR will be shut down until approx Oct 20, the following arwys will not be usable during this period: V-99 ONP-OLM; V-23W EUG-Sauvies "H". (8-23)
NEW PORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Soon VOR will be shut down.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: Caution-const. (6-8)
PORTLAND-RADIO: About Sept 24, VOR will be shut down until approx Oct. 19. During this period the following arwys will not be usable: V-23 Eugene-Toledo Int; V-23W Sauvies "H"-Toledo Int; V-112, 182 Portland-The Dalles. DME unmonitored and without ident.
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.

OREGON: REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at MIA.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
THE DALLES-RADIO: Aug 6, VOR shut down until approx Sept 19 - upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (9-4)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
TILLAMOOK-COASTWAY #2 ARPT: Water drains adjacent all rnwys - hazardous. (4-8)
TROUTDALE ARPT: Use rnwys and taxiways only -sink holes developing in grass area.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy-hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
GETTYSBURG-SPEICAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37.5, long. 77-15-48, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HONESDALE ARPT: Dike construction on W end of rnwy - caution; equip and drag-line in operation. (8-28)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
**JOHNSTOWN ARPT: 341' lgtd rdo twr being erected 15.5 n mi SW(234°T) at lat 40-10-48 long. 79-07-49. (8-23)
**LANCASTER ARPT: Formerly Lancaster Municipal.
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (10-24)
PHILADELPHIA INTERNATIONAL ARPT-TOWER: Sept 18, ILS will be shut down until approx Sept 25. Lclzr freq will be changed from 108.1 mc to 109.3 mc; glide slope from 334.4 mc to 332.0 mc. Glide slope will be relctd. (9-17) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35-mrkd days, lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PENNSYLVANIA: PHILIPSBURG-RADIO: VOR/DME shut down until approx Oct. 1 - modification and installation of TACAN.
PHILIPSBURG-ALBERT ARPT: Closed.
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 189.
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' by 100', open for 24 hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white boundary lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' by 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white boundary lgts entire NE side and partially on SW side for ngt operns. Caution-rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns.
PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. FLD: Extensive civil aircarrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100° 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi at 230°-265° at MEA.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, marked.
WARREN ARPT: 200' of rnwy washed away. Fld unattended.
WASHINGTON ARPT: Closed to transient acft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans military acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at MEA in all azimuths.
CHARLESTON-AFB/MUNICIPAL ARPT: Soft dirt threshold rnwy 3-21.
**CLEMSON ARPT: Abandoned.
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temp MEA Columbia to Florence via V-56, 4000'.
GEORGETOWN-COUNTY ARPT: Bcn, obstn and all lndg area lgts inop.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB.
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.
MYRTLE BEACH AFB/MUNICIPAL ARPT: 7200 ft rnwy 17-35 usable. 2300 ft. N end closed - const. Rnwy lgts on 8-26 only. N/S taxiway closed. Ctc MYR for landing conditions.
NICHOLS ARPT: Caution - construction.
★SPARTANBURG-RADIO: Sept 14, trans and rcvr 243.0 mc cmsnd.
rrSPARTANBURG ARPT-TOWER: September 14, trans and rcvr 257.8 mc cmsnd.
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.
LEMMON ARPT: NW/SE rnwy under construction.
SOUTH DAKOTA: PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY ARPT: About Sept 10, NW/SE rnwy closed - resurfacing. Caution - men and equip. on balance of field.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and E 1500' of E/W rnwy clsd - construction.
WAGNER ARPT: Unmrkd high transmission lines on 140' steel towers 0.5 miles S.
WATERTOWN-RADIO: July 9, VOR shut down until approx Oct. 1 - modernization.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples.
CHATTANOOGA-LOVELL FIELD: Effective Oct 1, 1956, all acft within arpt traffic control zone between sunset-sunrise must be equipped with transmitter and receiver capable of receiving instructions from control tower; during daylight, all acft must be equipped with receiver capable of receiving instructions from control tower.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.
NASHVILLE-RADIO: Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen int. 5000'; McEwen to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'.
NASHVILLE-BERRY FLD: 1380'(2049'MSL) lgtd radio twr being erected 6.6 n mi NW at lat 36-08-50, long. 86-49-53. Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway.
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping.
ABILENE(NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area.
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable.
ALVIN ARPT: 432'(499'MSL) lgtd rdo twr being erected 9.5 n mi W (277°T) at lat 29-28-08, long 95-27-12.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out.
AUSTIN-RADIO: About Sept. 17, VOR will be shutdown until approx Oct 15-modernization.
AUSTIN-MUELLER ARPT-TOWER: Soon, ILS MM will be shut down for several months.
** FLD: 275'(1048'MSL) lgtd twr being erected 5.0 n mi NNW(352°T) at lat 30-23-05, long 97-43-35. Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat-extensive jet opern all alt. Neon apch lgt sys inop.
BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inoperative.
**BAKERSFIELD-LIGON RANCH ARPT: Abandoned.
BEAUMONT-JEFFERSON COUNTY ARPT: ILS lclzr ant shelter 12' high 2700' E centerline apch end rnwy 29 and glide slope bldg 15' high 400' W of centerline rnwy 11-29 and 1000' from apch end rnwy 11 under const-unlgtd. 233' MSL lgtd drilling platform being erected 26 n mi SSW (195°T) at lat 29-33, long 94-12.
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all altitudes - intensive jet training.
**BORGER ARPT: 66' lgtd oil drilling derrick erected 935' N of airport.
BRITTON-RADIO: About September 20, VOR will be commissioned.
**CANDELARIA-HOWARD ARPT: Formerly carried as Candelaria Arpt.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. About October 3, VOR will be shut down until approximately November 3 - modernization.
**CRYSTEL CITY ARPT: Abandoned.
DALLAS-HIGHLAND PARK ARPT: Unlighted 34' pole-line 1250 ft N of N/S runway.

TEXAS: DALLAS-LOVE FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius. Formation take-offs not permitted. Extensive pipeline const in progress vcnty of S end of N/S rnwy. 35' crane and ditchdigging equip in opern days. While ditch is open in line with S end, rnwy will be clsd to N lndgs, S take-offs of all acft 12,500 lbs or more and all military acft xcpt liaison types. Taxiway serving S end of rnwy will be clsd at intervals. Hazard mrkd and lgtd-caution advised. (7-17)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wing leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1) Turn on landing lgts 5 mi out, during darkness. (9-17)

**FALCON-UTAH ARPT: Abandoned. (6-9)

FT. WORTH-RADIO: VOR radials 105°-120° unusable acct scalloping. Radials 120°-130° restricted beyond 20 mi acct scalloping. (2-14) About Sept 20 VOR will be shut down and relctd to lat 33-14-15, long. 97-46-00. Freq will be changed to 116.5 mc. (9-5)

★FT. WORTH-AIR ROUTE TRAFFIC CONTROL CENTER: Aug 31, trans and rcvr 348.6 mc decmsnd. (9-10)

**FT. WORTH-CONN ARPT: ABANDONED. (6-4)

★FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. Effect. Sept 15, twr oper 0700-2300. (9-10)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GONZALES ARPT: New Fld. Type: P. Lat. 29-32, long. 97-28. Lctn: 0.5 NE. Elev: 350'. No. of rnwys: 1. Lngst rnwy & facs: 33-S3. Fuel: Fl. Remarks: Caution- when wet.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets, sunrise - sunset, within circular area with radius of 4.3 n mi centered at lat 28-17, long. 96-32.

**HEREFORD-PAETZOLD ARPT: New fld. - Type: P. Lctn: 1 mi SE. Elev: 3808'. No. of rnwys: 2. Lngst rnwy & facs: 27. Fuel: F3. (4-28)

HONDO AIR BASE: Inten. day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Aug 30, VOR shut down until approx Sept 26. Freq will be changed from 114.1 mc to 115.9 mc. During shutdown, VOR flgts are authorized to utilize the Houston LFR on all VOR arwys in lieu of Houston VOR. Bearings and MEAs used shall remain as charted. (8-30)

HOUSTON-GULF COAST ARPT: Closed. (7-1)

HOUSTON INTERNATIONAL ARPT: Caution-aerial targets will be dropped on arpt between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)

HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S and E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable. (6-1)

**HOUSTON-SKY RANCH ARPT: Abandoned. (8-3)

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 5000'-photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

**LA PORT ARPT: 136' unlgtd (161' MSL) derrick erected 2.5 n mi S (163°T) at lat 29-37-55, long 95-02-54.

LOLITA-WALKER ARPT: About Sept. 16, const begins on a 305' (355' MSL) lgtd rdo twr 7.9 n mi NE(470°T) at lat 28-54-38, long 96-27-43. (8-21)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700; 060-125°, 35 n mi at 1500'.

**MARATHON-DUGOUT MOUNTAIN ARPT: ABANDONED. (6-7)

MARFA-RADIO: Soon VOR will be shut down until approx Oct 5 - modernization. (8-2)

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

TEXAS: MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs.

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW. (7-18)

MIDLAND ARPT: Mil student flying restricted from use of N/S rnwy. (10-12)

**MIDLAND-AIR TERMINAL: 500'(3356' MSL) lgtd rdo twr erected 6.5 n mi ENE (80°T) at lat 31-57-43, long 102-04-00. (8-24)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

**PECOS ARPT: 78'(2695' MSL) lgtd rdo twr erected 8.9 n mi E (98°T) at lat 31-22-00, long 103-21-00. (8-27)

PORT ISABEL ARPT: Closed all operations-const. (7-26)

**RIO GRANDE-FARM SERVICE CO. ARPT: (Formerly carried as Rio Grande Arpt) Type: P. Lngst rnwy and facs: 23-S3. Fuel: F2. Remarks: Fence, bldg, S. Ctn-low duster flying.

**ROBSTOWN-NUECES COUNTY ARPT: Formerly carried as Robstown Arpt. (7-30)

ROCKDALE-COFFIELD ARPT: Closed-resurfacing rnwys.

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

**ROSENBERG-LANE AIRPARK: 432'(499' MSL) lgtd rdo twr erected 10 n mi ESE(113°T) at lat 29-28-08, long 95-37-12. (8-27)

SAN MARCOS ARPT: NE/SW strip ruf - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

SINTON ARPT #1: 126' lgtd derrick erected 2500' N of E/W rnwy. (7-19)

**SPOFFORD-JAMESON RANCH ARPT: Formerly carried as Spofford, Flying X Ranch Arpt. (5-29)

**SUDAN MUN ARPT: Abandoned. (6-11)

SULPHUR SPRINGS-RADIO: Sept 15, VOR flgt-checked, opern normal.

**TERLINGUA-MENCHIN RANCH ARPT: Abandoaned. (6-19)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

**DRAGERTON ARPT: Abandoned. (7-13)

**DUCHESNE ARPT: Delete from records (9-11)

**GRANTSVILLE ARPT: Delete from records. (9-11)

HANKSVILLE-RADIO: VOR coverage 40°-69°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

**HEBER-HEBER VALLEY ARPT: Delete from records. (9-11)

**HOWELL ARPT: Delete from records. (9-11)

**HURRICANE ARPT: Delete from records. (9-10)

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

MILFORD ARPT: All rnwys clsd-resurfacing. (8-15)

**MT. PLEASANT ARPT: Delete from records. (9-10)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

**SALINA-SALINA GUNNISON ARPT: Delete from records. (9-10)

★SALT LAKE CITY-RADIO: VOR course scallopong prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min. terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10) Aug 31, trans and rcvr 243.0, 121.5 mc cmsnd.

★SALT LAKE CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Aug 31, trans and rcvr 269.2, 274.3. 243.0. 121.5, 118.9 mc cmsnd.

★SALT LAKE CITY ARPT-TOWER: Aug 31, trans & rcvg fac cmsnd: 243.0, 250.4, 305.4 mc.

SALT LAKE CITY ARPT TOWER: Aug 31, trans & rcvr [illegible] mc channel.

UTAH: **TORREY ARPT: Delete from records. (9-10)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (telephone Capital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (telephone Capital 3-2376). Acft in flight call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Caution-500' extn S end rnwy 35 under const, men, equip on fld. (5-22)
BRISTOL ARPT: E/W Rnwy closed, obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About October 22, LFR will be shut down for approx 3 days-use for homing only during shutdown.
BURLINGTON ARPT: Rnwy resealing in progress. Men, equip on fld-days. (8-6)
**ST. ALBANS-POINT HILL ARPT: ABANDONED. (7-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emergor prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information.
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
★LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23) VOR monitoring category (1). (9-10)
LEESBURG ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, nights.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
**RICHMOND-BYRD FLD: 790'(1000'MSL) TV twr erected 9 n mi W(270°T) at lat 37-30-23, long 77-30-12. (8-27) Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for night opern and at least rdo rcvr for daylight opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equipment adj all rnwys and taxiways - caution.
WEST POINT ARPT: Caution-men, equip on rnwys 0730-1630 daily xcpt Sat. and Sun. (6-25)
WILLIAMSBURG-SPECIAL NOTICE: After 0730 daily avoid flying within a 5 mile radius of lat 37-16, long. 76-43 - concerts. (7-2)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 clsd to all Naval acft.

WASHINGTON: **CONNELL ARPT: All strips clsd perm xcpt N/S strip. (7-21)
DEER PARK ARPT: E/W rnwy closed on alternate Sundays - drag races. (4-9)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown, prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown, prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
**GOVAN-DRAPER BROTHERS ARPT: Delete from records. (9-10)
**HARRINGTON-VALLEY FARM ARPT: Delete from records. (9-10)
**OAKESDALE-RIPLEY'S RANCH ARPT: Delete from records. (9-10)
**ODESSA ARPT: Delete from records. (9-11)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon, intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW ARPT: Closed to night operations. (6-15)
**QUINCY-QUINCY VALLEY ARPT: New fld. Type: P, Lat. 47-14, long. 119-54. Lctn: 2.0 SE. Elev: 1300'. No. of rnwys: 1. E/W-300' x 2400' turf. Fuel: F2. Remarks: 30' p-line across W end, sprinkle pipes on strip, low bldg off S edge. (8-13)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flight levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2,000' vertical separation above 29,000'.
**SEATTLE-BOEING FLD: All multi eng acft use main rnwy. Two-way rdo equipped, medium type, single eng acft may use main rnwy on request, PROVIDED local tfc permits. Single-eng acft with retractable landing gear drop landing gear prior to entering traffic pattern. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility, twr unable to ctl tfc W blast fence in front Boeing Flight Center and parking apron #4. Men, equip working on N 5000' of main rnwy Crew in rdo ctc with twr - caution. W side taxiway clsd to tfc until approx Sept. 29. (7-17)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Men, equip working on S taxiway to S apron between 0700-1600. S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Soft dirt along both sides and N end of N 1000' of rnwy 16-34. Radio-sonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle rdo. North three rows of hi-intensity apch lgt system shut down-const. Threshold lgts S end of N/S rnwy temp. relocated 750 ft N of S end of rnwy. (8-13)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Permanent crash barriers 40 inches high located 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
★WALLA WALLA-RADIO: Sept. 6, trans 243.0, 255.4 mc and receiver 243.0 mc commissioned.
**WILSON CREEK ARPT: Delete from records. (9-10)
YAKIMA-RADIO: VOR flight-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330° 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (6-25) About October 15, lclzr and glide slope will be shut down until approx Oct. 22.

WEST VIRGINIA: ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (7-25)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Serv fac avail 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3) Rnwy 17-35 closed 0700 to 1800 EST xcpt Suns. Men and equip. on rnwy. (9-5)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

WISCONSIN: EAU CLAIRE-RADIO: Aug 7, VOR shut down until approx Sept 30 - modernization. (8-8)

GRANTSBURG-RADIO: About Oct 8, VOR will be shut down until approx Dec 8-modernization. (9-4)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

LONE ROCK-RADIO: July 9, VOR shut down until approx Oct 1 - modernization. (9-10)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Administration Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares ngts. (4-23)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq. make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)

**MILWAUKEE-MAITLAND FLD: Abandoned. (8-2)

**STOUGHTON-NELSON ARPT: Abandoned. (

WAUSAU-RADIO: About Oct 1, VOR will be shut down until approx Nov 30. (9-4)

WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29)

CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24) Apron adj term bldg clsd-const. Men, equip. on fld - days. (7-14)

**GILLETTE ARPK: Abandoned. (8-3)

GILLETTE ARPT: 50-75'W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd - const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)

KEMMERER ARPT: Caution - reseeded and soft. (6-22)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt closed. (4-12)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.

WHEATLAND ARPT: Closed - const. (9-17)

PUERTO RICO: ★SAN JUAN-RADIO: Freq 255.4 and 243.0 mc cmsnd. (9-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27 unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily three-hour min ground delay on mil acft due priority airlift. (7-28)

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible twr - caution. (6-7)

VIRGIN ISLANDS: ★ST. CROIX-ALEXANDER HAMILTON ARPT-TOWER: Trans and rcvr 243.0, 255.4 mc cmsnd. (9-10)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued;newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Wichita	8.0 NE; 45°	2048	708	37-45-01; 97-18-12
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1899	999	42-41-14; 84-22-35
MINNESOTA				
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				
NORTH CAROLINA				
Winston Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	639	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
OREGON				
Beaverton, Bernard	1.0 N; 13°	1181	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that thould be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Chicago, Illinois-Hammond
Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-Douglas International
DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Fort Worth, Texas-Meacham
Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Greensboro, North Carolina
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown.
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County (Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird
Oklahoma City, Oklahoma
Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
Sacramento, California
St. Petersburg, Fla., - Pinellas Co. Intn'l
Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle -Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Trin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB* (Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
BRISTOL, TENN. (Bristol, Johnson City, Kingsport) Tri-City Arpt. 1524 ILS-I TRI Procedure Number 1 Amend. No. 6 Effect: 20 Oct. 1956 Supersedes Amdt. No. 5, dated 22 Sept. 1956. Major Changes: Adds names of Johnson City and Kingsport.	Abingdon Intsxn.	ILS E crs.	215 / 13.0	5500	N side crs. 090 - outbnd 270 - inbnd 3000 # within 5 mi. of OM. (NA beyond 5 mi.) #Otherwise 5500 within 10 miles of Emmett MHW*.	2800 from within 5 mi. of LOM 5500* from E of EME Intsxn. or MHW	2740 4.0	1750 0.5	T-dn ‡C-d ‡C-n ‡**S-dn 27 A-dn	300-1 700-1 700-1.5 400-0.75 1000-2	300-1 800-1 800-1.5 400-0.75 1000-2	300-1 800-1.5 800-2 400-0.75 1000-2	Climb to 5000' on W crs. ILS within 20 miles. *Final descent not to be initiated until definitely past Emmett Intsxn. MHW. Glide slope altitude 5500' over Emmett. Caution: Abrupt changes in terrain elevations immediately adjacent to procedure areas.
	Bristol Intsxn.	ILS E crs. or EME MHW.	164 / 5.5	5500									
	Tri-City VOR	ILS E crs.	352 / 2.9	5500									
	Tri-City LFR	LOM	129 / 1.5	3000									
	Intsxn. SW crs. TRI LFR & E crs. ILS	LOM	090 / 3.2	3000									
		EME MHW or Intsxn.	090 / 12.0	5500									
	Emmett MHW or Emmett Intsxn. (final)	LOM	270 / 8.7	on GS* or 2800									
	Yuma Intsxn.	EME MHW or Emmett Intsxn.	105 / 24.0	5500									
LONG BEACH, CALIF. Municipal Arpt. 56 ILS LGB LOM LG Comb. ILS; ADF Procedure Number 1 Amend. No. 11 Effect: 27 Oct. 1956 Supersedes Amdt. No. 10 dated 18 Aug. 1956. Major Changes: Add note regarding minimums when glide path inoperative.	LGB LFR	LOM	130 / 1.3	1500	S side SE crs. 120 - outbnd 300 - inbnd 1500 within 10 mi. of LOM. (Beyond 10 mi. NA)	1400 ILS 1100 ADF	1320 4.7	245 0.7	T-dn C-dn S-dn Rnwy 30 ILS # ADF A-dn ILS ADF	300-1 500-1 300-0.75 500-1 600-2 800-2	300-1 600-1 300-0.75 500-1 600-2 800-2	*200-0.5 600-2 300-0.75 500-1 600-2 800-2	Within 4.7 miles...after passing LOM(ADF) climb to 800' on NW crs. LGB LFR; Turn left to 200° continuing climb to Intsxn. S crs. LAX LFR and proceed to San Pedro Intsxn. at minimum of 2500'.
	Huntington Beach FM (final)	LOM	300 / 8.2	1400									
	San Pedro Intsxn.	LOM	033 / 13.4	1500									
	LGB VOR	LOM	199 / 2.0	1500									
	Intsxn. SW crs. El Toro LFR & SE crs. LGB LFR (final)	LOM	297 / 13.2	1400									
	Intsxn. SW crs. El Toro LFR & LGB radial 122 (final)	LOM	293 / 13.2	1400									

Caution: Standard clearance over obstructions not provided for circling minimums, 500' hill with oil derricks one mile S of arpt. Note: Glide slope unit now at beginning of usable portion rnwy 3-800' SE end closed permanently. #Straight-in landing minimums are 400-1 with glide slope inoperative.

*1000-1 required for take-off runways 16, 16R, 25L, 34R.

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BELLINGHAM, WASH. Bellingham Arpt. 158 BVOR-BLI Procedure Number 1 Amendment No. 2 Effect: 27 Oct. 1956. Supersedes Amdt. No. 1 dated 1 January 1955. Major Changes: Correct bearings and distances; revised missed approach distance.	Intsxn. E crs. Vancouver LFR and 326° radial BLI-VOR.	146 / 17.2	2000	W side of crs. 326 - outbnd 146 - inbnd 2000 within 10 mi. (NA beyond 10 mi.)	2000	146 / 8.9	T-dn C-dn A-dn	300-1 800-1 800-2	300-1 800-1 800-2	200-0.5 800-1.5 800-2	Within 8.9 miles---turn right climb to 4000' on 155° radial within 15 miles of BLI-VOR.
	Intsxn. W crs. Abbotsford LFR and 326° radial BLI-VOR.	146 / 5.2	2000								
	BLI-LFR	340 / 6.7	2000								
	Abbotsford LFR	197 / 5.6	2000								
	Maple Ridge Intsxn.	163 / 17.4	2000								
BILLINGS, MONTANA Billings Municipal Arpt. 3612 BVOR BIL Procedure Number 1 Amendment No. 1 Effect: 27 Oct. 1956 Supersedes Original dated 22 January 1955. Major Changes: Procedure turn altitude lowered; final approach course realigned; delete Nibbe and Lavina FM transitions - enroute information.	Billings LFR	252 / 5.2	5000	S side crs. 257 - outbnd 077 - inbnd 5200 within 10 mi. (NA beyond 10 mi.)	4700	077 / 3.2	T-dn C-d C-n S-d S-n Rnwy 7 A-dn	300-1 400-1 400-2 400-1 400-2 800-2	300-1 500-1 500-2 400-1 400-2 800-2	300-1 500-1.5 500-2 400-1 400-2 800-2	Within 3.2 miles...climb to 5000' on 055° radial within 20 miles.
	Park City FM	068 / 13.0	5200								

COLUMBUS, OHIO-Port Columbus Arpt. 816 - BVOR-CMH - Procedure Number 1, Amendment Number 2, Effective date: 30 July 1955.
PROCEDURE CANCELLED EFFECTIVE 20 OCTOBER 1956. (FACILITY SHUT DOWN FOR RELOCATION).

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BELLINGHAM, WASH. Bellingham Arpt. 158 SBRAZ-DTV BLI Procedure Number 1 Amendment No. 8 Effect: 27 Oct. 1956 Supersedes Amdt. No. 7 dated 25 December 1954. Major Changes: Correct bearings and distances; Standardize lodg minimums, add straight-in note.	BLI VOR	160 / 6.7	2000	W side NW crs. 295 - outbnd 115 - inbnd 1500 within 10 mi.	1000	114 / 2.6	T-dn C-dn S-dn Rnwy 12 A-dn	300-1 600-1 *500-1 800-2	300-1 600-1 *500-1 800-2	200-0.5 600-1.5 *500-1 800-2	Within 2.6 miles...turn right climb to 1500' on NW crs. BLI LFR within 20 miles. *Circling minimums apply if ADF not utilized LFR to runway.
	Intsxn NW crs. BLI LFR and BLI VOR radial 205 (final)	115 / 4.9	1000								

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (18 Sept 1956)

U. S. GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE
ATTENTION, PILOTS!
Obstruction List: p.86

SPECIAL NOTICE
IFR Rate of Climb
or Descent. p.69

AIRMAN'S GUIDE

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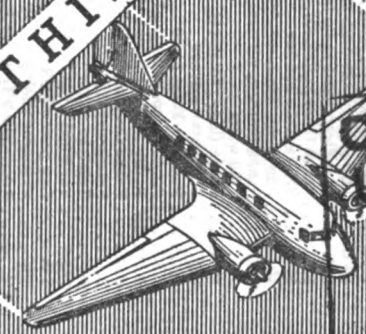

OHIO STATE UNIVERSITY
OCT 15 1956
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SPECIAL NOTICE
AIRWAYS BEACONS
DISCONTINUED p. 69

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS See page 87

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DIRECTORY OF AIRPORTS Page 28
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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
▒▒▒ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TASR . . . Terminal Area Surveillance Radar
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 40 cents.

RADAR AVAILABLE : How and Where

(2 Oct 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8.	ASR - PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18.	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18.	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6.	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 118.7, 119.5, 121.1, 121.9 126.18, 257.8, 307.2	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Los Angeles Intnl. Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6.	ASR - PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 120.3	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 108.1, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8	ASR	
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 257.8	ASR	Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
	TERMINAL AREA SURVEILLANCE RADAR		
Burbank-Lockheed Arpt., Calif.	260;109.5,118.7,120.9,121.5, 126.18,243.0,257.8,360.6	TASR	Gds: 118.7,120.9,121.5,126.18,243.0 257.8,360.6
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	TASR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Norfolk Arpt. Va.	135.0,135.9,118.1,118.5,119.9, 120.7,121.5,124.1,132.3,137.88, 243.0,255.4,257.8,263.0,301.4, 348.6.	TASR	Gds:135.9,118.1,118.5,119.9,120.7, 121.5,124.1,132.3,137.88,243.0) 257.8 263.0,301.4,348.6,255.4
Washington National Arpt., D. C.	119.7,120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2,348.6 mc (on req 120.5, 124.4 mc)	TASR	Guards 122.1 mc (on req 120.5, -124.4 mc) Oper. 255.4,301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
	RADAR APPROACH CONTROL CENTER (RAPCON)		
Ogden-Hill AFB, Utah	120.1,12 1.1,121, 5,124.1, 126.18,134.1, 136.8,13 7.88,142.02,236.6,255.4, 263.0,270.6 ,289.4,335.8,363.8,243.0	ASR-PAR	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30,17,35 TinkerAFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4		
Tacoma-McChord AFB, Wash.	120.1,121.1,126.5,126.18,134.1, 136.8,137.88, 142.02,236.6,243.0, 270.6,275.8,289.4,335.8,363.8mc.	ASR-PAR	Runway 34. Arrival & Departure Control..ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

INSTRUMENT LANDING SYSTEMS

(2 Oct 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	BC-restricted
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	BC-restricted.
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk . (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches ↘

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7,243.0 122.2;382,255.4	(3),# 255.4,257.8,122.2	
(1)Huntsville	BVOR	HSV	112.3V;121.5,126.3,126.7,126.18,243.0,229.4		122.1,#
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	MHW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
CALIFORNIA					
(1)Agnew INSACS Oakland	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			CALIFORNIA		
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	08-1630 Mon-Fr
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Loma Portal	MH	LPT	278		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto INSACS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6		3023.5;233.8,#
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,243.0, 138.78,142.74	(1),#	52 A 146 N 232 A 318 N
"	HW	NKX	516		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 263.0,120.9,118.5,120.5,243.0,257.8,269.4,284.6,290.3	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael,	MH	HAP	219		
Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0,	(2),#	271.2,343.6,348.6
"	Center		118.9,301.4,119.3,120.1,243.0,	307.9,324.7,319.2	#
Eagle	TVBJ	EGE	V121.5,122.2,126.7,243.0,255.4	391	(3),#
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0		(3),# DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4		(3),#
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4		(3),# 14 A 109 N 194 A 289 N
(1)Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4		(3),#
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4		(3),# 79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8		(2),#
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0		(3),# 53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	(2),#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4		(3),# 64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4		(3),# DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0		(2),#
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4		(2),#
"	VHF/DF				100-156
" "	UHF/DF				257.8
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5		(3)-135.9,# 32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	(2),#	
" National Arpt					
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9; 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTY	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1,121.5,126.18,257.8	(2),#	
Fleming Island (N	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(3)Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,	(2),# 269.2	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	93 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 120.9,121.5,269.0,311.8	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8	(2),#	(0700-2300)
Perrine-QFACS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118?,121.5,1261?,257?	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB,	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,1195, 257.8	(2),#	118.9,120.3,121.5,1323,243.0
"	Center		120.3,132.8,118.9,301.4,348.6, 353.7,3014,307.0,324.7,3537,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,1215,257.8	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#,255.4	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8,311 8269 0,291 6,307.0	(1),#,122.7	
(1) " "	TVOR	MDW	111.6		362.33 788 385.4
"	Center		1245,1209,3014,1251, 123.7,123.9, 124.7,124.3,119.7,250,2323,2340,63539,		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RFD	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0,255.4	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9, 125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7	#	
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5, 257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0 255.4	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			106-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 353 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),r	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-I	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5,137.88, 243.0,257.8,348.6,263.0	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3),255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2, 255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5, 257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9 243.0		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.5,132.3,301.4,307.9,319.2,324.7,353.7,125.3	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8, 348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8,263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft. Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	
[redacted]					
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	121.5 #	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0, 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud INSACS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wkdays 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7,132.3,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			MISSOURI		
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,530,793,1923,2473,3436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
			MONTANA		
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3),255.4	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,257.8	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
			MONTANA		
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
			NEBRASKA		
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-0200Z)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
			NEVADA		
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0,3014	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,255.4	(3),#	
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	TVOR	NBB	115.0		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS-Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396	(oper IFR when rng inop)	
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6	257.8	
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown INSACS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5	243.0	
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			NEW YORK		
(1)Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-1730Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,319.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-2300 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia INSACS-Idlewild	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" Arpt	AC(g.7)		362;118.7,119.9,120.3,125.7, 123.7,121.5,118.1,285.6,290.3, 313.4	(1),#,122.7	
"	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.7,132.3,137.88, 243.0,301.4,125.7,310.4, 343.8,355.8	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 134.64,142.74,136.8, 257.8,348.6,243.0	(1),#,122.7	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
			NORTH CAROLINA		
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg	SBMRAZ	FTB	338		85 A 175 N
Pope AFB					265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	
Akron Arpt	UHF/DF			305.4,255.4 other freq on req	
"	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0	(2),#	
" Lunken	C		227;121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5,126.5, 121.5,126.18, 257.8, 243.0	(2),#-257.8	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,255.4,284.6	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5 243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-Patterson AFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8, 243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(2),#,121.5,122.7	(0600-1800)
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2,	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8, 305.4	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,240 3	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		INSACS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,2324.7,301.4,243.0,125.1,290.8,343.6	#	
" - "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236, 243.0, 305.4	
" (Parkway)	MHW	GMM	302		
(1)Pottstown	BVOR	PTW	110.8	(test-basis)	INSACS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8,	(2),#	
" "	UHF/DF			257.8, 263.0, 305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7 257.8		DME
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 340.6,126.18,257.8 ,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4	(3)	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0 ,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MEW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.6		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5,243.0,126.18, 119.5,257.8,307.2,312.6, 290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,	(2),#,122.7 307.9,319.2,338.2,324.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 243.0		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradwind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6	(2),#	
We st (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#,255.4	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8,243.0,250.4,305.4	(2),#	
"	Center		120.3,301.4,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (P)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville	BVOR	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 2578,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,207,121.5,126.18,257.8,383.8,243.0	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 275.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4,285.4305.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382; V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 255.4,243.0	(3)	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon) (Green and white, split-beam and other types) Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting

L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.

Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.

Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1NW;RR NE	1058	2	28-L4-(S1)	(F1)	N/S strip soft when wet, P-line N.
(PC)Alexander City, Russell	P	1.5 SW	685	2	h29	F2	3200' strip available. N, blkd.
(PC) " Municipal	L	5.5 E; hwy S	330	2	h36	F1	3800' strip available
(P)Anniston	P	5.5 SSW; hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(AF)Anniston, Talladega	L	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
Bessemer, Durham	L	2.5 SW; RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-B-L6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
(PC)Brewton	L	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Canoe, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
Clanton, Gragg	L	1.8 NE; crk S	593	2	h40-B	(F1)	ENE, SE blkd. SE end ruf. Soft-wet. Ctn-not maintained.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE; hwy W	591	2	h40-B*-L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant, rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
Elba	L	1.5 W	265	2	25-*L4		Unattended. Bcn on req.
Enterprise	L	3 W	349	2	37		
(PC)Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34-*L2-S5	F2	
Eutaw	L	2 SE; hwy N	160	2	23		
(P)Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Bcn prior req 80 oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S, E	110	1	19	F1	
(PC)Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE; hwy W	247	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
← Foley, Oa't		6 S; Hwy E					
Ft. Morgan	L	24 WSW Foley	10	2	18		ABANDONED
Ft. Payne	L	2 SW; RR NW	905	1	18		Antenna pole W.
(PC)GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
" Goodyear	L	3.5ESE; hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE; hwy W	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE; hwy W	609	1	h24		
(PC)Headland	L	2 ENE; hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	P	3.1 S; RR E	619	2	h46-BL4-S5-U	F4	Use rnwys.
(PC)Jasper, Walker County	P	2.2 NNE; RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE; hwy W	850	1	18		
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F4	
" Davis	L	13.5 SW	180	2	18		Unattended
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h70-BL4,6-S5-W	F4	Use rnwys.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-W	F4	Use rnwys only.
Ozark	L	2.0 SE	358	1	20		Drive-in theater S.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	762	2	20		
Scottsboro, N. Sauty Base	L	5 SSW; hwy S	603	1	20		SE, NW blkd.
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	L	2.2 SW; riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S; riv NE	200	2	29		
(PC)Troy	L	5 NNW; hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW hwyENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N; hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W; hwy N	196	1	28-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
← Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)AJO	L	5 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	Arpt not fenced. Use with caution.
Buckeye-Stephens	P	0.8WNW;hwy S	980	1	26-S5	F2	E, W blkd
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended
" Three Point	P	1.5 NNW;hwyE	1389	4	40-L4	F3	2600' N/S strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F3	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
CLIFTON-Morenci	P	8.7 SSE;hwy W	3800	2	62-BL4		
Colfred	L	1.6ESE;RR 1N	345	2	h40		P-line E.
(PC)Coolidge, Florence	P	6.0 SE	1567	3	h56	F3	Ctn-access is by poor desert trail.
Cordes	L	0.4NNE;hwy W	3810	1	16		
← Cove	L	4.0 NE	6200	2	23		Ctn-vegetation.
Dateland, Whitewing Rnch	L	13.8 N; RR S	550	1	29		Ctn-erosions.
Dewey-Humboldt		1 E of Dewey					
Douglas	P	2.6 E	4181	3	h41-L2,4-S5	F1	ABANDONED.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	5300'strip avail. Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt, 1000'. NW/SE clsd acft over 30,000 lbs.
(PC)Duncan	L	2.3 SW	3878	2	35-S3		
Elfrida	L	1 SE;hwy W, N	4200	1	26		
(PC)FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
← Fredonia	L	1 NE;hwy W	4750	1	34		Rolling. Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9WNW;rivNE	750	2	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant, NE.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3810	1	29		Surd by mtns. Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC)Hackberry	L	6.4NW;hwy S	3980	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6.WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5241	2	48-BL2		Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6000	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1875	1	17		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5NE;RR NW	3446	3	h68-B*L4-S3	F3	
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
(P)Marana	L	7.7 WNW;rivSW	1891	3	h65		Inten trng 50 mi radius P-lines SE
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.
(PC)Marble Canyon	P	0.3SW;bet hwy;riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11.5E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip. E blkd.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn.-Rolling.
Peach Springs	L	1.2N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				ARIZONA			
Phoenix, International Harvester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal S	1245	3	32-S5	F4	P-line E.
(NG) " - SKY HARBOR	P	2.8 ESE; RR N	1124	3	h78-BL4,6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr rqrd. Rgt traffic rnwys 26R, 8R.
"South Phoenix	P	3.0 SSE; riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-down drafts. On high mesa.
Polacca	L	3.5 SW; rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL2,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE (south) blocked.
" 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N; rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Sedona, Oak Creek	P	2.0 SE	4800	1	38	F2	
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip rough.
Superior	L	2.0 WSW;hwy N	2600	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
Topock, Lake Havasu	P	19.0 SSE; riv N	490	3	60	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
(P)TUCSON	P	7.0 S; RR W	2630	2	hl30-BL4-S5-W	F4	
" Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
"Gilpin	P	4.2 NW; RR W	2200	4	55-L4-S1	F2	P-lines W,SW,NW end ruf. 4000' NW/SE strip lgtd. NW/SE strip lighted.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	67-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE; RR N	315	2	h40		
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
"El Rancho De Los Caballeros	L	3.6 WSW	2750	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
"Flying E Guest Ranch	P	4.4 WSW;hwy N	2650	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W. Soft-wet. Use stripe.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
" Q-Ranch	L	8.5 ESE	5600	2	34		Hill SE; wind-mill SW. Ruf.
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h96-BL4, 6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
		NEW AIRPORTS (or airports out of alphabetical order)					

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				ARKANSAS			
Alma	L	1.5ESE;rdS	420	1	17		
(PC) Almyra	L	3W	208	1	h30-S5	91	Emerg only. Dangerous. Soft.
← Arkadelphia, 24, DAL-LOU		1.5ENE;RR NW				F1	PERMANENTLY DISCONTINUED.
(PC)Batesville	P	3S;hwy E	464	2	h28-B	F2	P-line W.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR,hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	128	3	h35-BL4	F2	
Carlisle	L	0.5S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5	F3	Unicom days.
Cotton Plant, Overhold	P	3W;hwy S	250	2	16	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
← Dewitt, Commercial	P	3W;RR N	200	1	26-S5	F3	ENE, E blkd. Use strip.
El Dorado	P	1.5S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
→(P)FAYETTEVILLE	P	4S;hwy W	1251	4	h38-BL4-S5-W	F2	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL.-BNA	P	1 N	721	1	38-BL4-S3-W	F3	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	2	h40-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	359	3	h55-*L4-S5	F2	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	236	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Magnolia, Baker	L	4.3E;hwy S	300	1	20-L4		Ctn-wet.
Malvern, Harlas	P	2.2WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No ben, Rnwy lgts dusk-midngt.
(PC)Mena, 41, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1E;hwy W	200	1	13		Ctn-when wet.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
(PC)N. Little Rock, Central	L	5 ENE;hwy S	255	2	35		Caution-wet. Cattle -fld. Unattended.
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5N;hwy W	215	3	26	F1	
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
← Prescott		2.8SW;RR SE					ABANDONED.
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8NW;hwy N	200	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	L	2.8S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	2	26-*L4	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	276	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	137	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	P	1.5W;hwy N	215	2	17-S5	F3	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
" Farmers	P	3.2 W;hwy N	210	1	26-S3	F3	Caution when wet.
		NEW AIRPORTS (or airports out of alphabetical order)					

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
(PC)Adelanto, El Mirage	P	11WNW; lk N	2865	4	h37-S3	F3	
" Sun Hill Ranch	L	13.1NNW;hwy E	2950	1	23	F2	Rgt pat NW. No Storage, Ruf, rolling.
(PC)Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds. Too soft for use-wet weather.
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling, Soft when wet.
(P)ARCATA	P	7.6NNW;ocean W	217	2	h60-BL4,6-S5-W	F4	Rgt tfc rnwy 13.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
Atwood	L	0.6W;RR, hwy N	235	1	15		Use at own risk.
(PC)Auburn	P	3.8 N; hwy 1W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F2	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4NNW; RR W	515	3	h59-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW; tk-off SSE. Surd by mtns. Ruf.
Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	35-*LI-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.9WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE;hwyNW	5280	1	24-B-W		P-line NNW. Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W; hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Bonsall, Shearer's Ranch	L	4.8ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW. Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, 73 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3NNE; lk N,W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal▲	P	3.5WNW; RR S	764	2	h60-BL4,6-S5-W	F4	Fee when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft, 925' ext on rnwy 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5WNW;hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
Calistoga	P	0.2 ENE; RR S	365	1	h23-S1	F2	Rft tfc WNW. P-line WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1550	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
Centerville, Center	P	2.1SSE; hwy NW	40	1	20-(S1)	(F2)	P-line WNW. Attnd wk-ends only.
Chester	P	1.5SW;hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(PC)CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2WSW;hwy NE	172	1	22-*L4-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h46		Rgt tfc to E, NE. Ctn F51 and C54 acft operg in vcnty. Acft parked on mat area; taxiing on rnways.
Chowchilla	L	0.8SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Claremont, Cable-Claremont	P	1.8 ENE; hwy S	1400	3	h21-B*L4-S5	F3	ENE blkd. 3350' strip available.
Clarksburg, Borges-Clarksburg	P	2.4NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N; hwy E	714	3	h52-L4-S1	F2	
(PC)Columbia	P	3.4NNW; hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
Compton	P	1.5SW;hwys E,W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5NW;hwys N,S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Baldwin	L	2.7NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2SE;RR,hwy W	205	1	20-L*L3-(S1)	(F3)	Twr NNW.

▲-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
(PC) Corning	P	1.3NE; hwy W	300	1	24-B	F2	
Corona, Thursby's	L	1.3NE; RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW; crk NE	1418	2	30		Hill WNW, Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW,ocean W	56	2	h50-BL4-S2-W	F2	Ctn rocks end rnwy 35.
Creston	L	1.5SSW	1200	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW, RR N	22	1	h66-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL3-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
" University	P	2.4WSW; crk S	65	3	h37-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley Jct, Amargosa	L	0.7 W; hwys E,N	2037	1	23		Rgt tfc N.
(PC)Delano-Kern Co. #3	P	1.5SE;RR,hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1NNE;riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.9 NNE;hwyNW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-B*L4-S1	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	20		Soft when wet.
Downey	L	1.5SSE;hwy W	100	1	h39		Rgt tfc SW.
(PC)Dunsmuir,Mott,35B,FSO-S2A	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd, winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8SE; hwy SW	275	1	16		
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-L3,4-S5-U	F3	Rft tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
" -County	P	3.6 ENE; hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fairfield-Suisun	P	1 E; RR N	12	2	30-*L4-S5	F2	N blkd; p-lines S, WSW. Soft when wet.
Fair Oaks-Phoenix	P	3.5ENE;riv E,S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3 S; RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	P	1 N; hwy E	3300	1	h33-S1	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW; ocean W	65	1	h24		
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW; rd E	2728	1	38	(F1)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5	F3	Rgt tfc rnwy 11.
(PC)Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED, SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S, E	331	2	h71-BL4,5,6-S5-W	F4	Rgt tfc rnwys 11 & 7. Use rnwys.
" -Chandler	P	1.8 W; hwy S	277	1	h40-BL3,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5NW;canal NE	265	1	25-S3	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32		Hi-voltage p-line SE end strip, unlgtd. SE blkd.
(PC)Fullerton	P	3.0 W;hwy S, N	93	1	21-BL4-S5	F3	
Furnace Creek	L	2.0 NW	211	1	h37		
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gasquet	L	1 W; hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glen Ivy Hot Springs, Glen Ivy	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2500	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" MacBoyle	L	2.7 E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	3.5 NW; hwy NE	84	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	245	1	h32-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W; hwy S	1205	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	400	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE, Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1,	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	225	1	23		

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-L4-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW; RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		Closed
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8SE; ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P)IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
Independence	P	0.9 N; hwy W	3926	2	28-S1	F2	Rolling.
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8ESE; hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S3	F2	
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24		W end soft. Mtns. E. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE; riv S W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8NNE; riv S W	25	1	h16-S5	F3	
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19		
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2SE; hwy 1.2N	480	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S; rd W	275	2	22-S5	F2	P-line SSE. E/W rolling. Rgt tfc ESE.
" Sweetwater	L	4.8SSW; hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4		P-line W. Soft in spots.
" Sterks Ranch	L	2.6 ENE; hwy S	2361	2	21		P-line W. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		
(PC)Lemoore	L	9 SW; hwy N	245	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8SW; hwy NW	2350	3	31-*L4-(S1)		Soft. Weeds on N/S strip.
(PC)Lincoln	L	3.6WNW; hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE; hwy 1.5W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6SSE; RR W	65	1	18		N, S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW; riv S	350	1	23-S3	F2	
" -Sky Ranch	P	1.2WNW; hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	54	1	30	F2	P-lines E, W.
(PC)Lompoc	P	0.6N; riv 1 N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail - use with caution.
Lone Pine	P	0.8 S; hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W. N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
(NG) " San Fernando Valley	P	17.5 NW; RR N	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rgt tfc rnwys 26, 34.
(PC)Los Banos	P	1.2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills Kern Co. #9	L	0.6 NE; hwy S W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
(P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW; hwy 1 NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE; riv W	40	1	14		
Middletown, Larry's	L	2.5WNW; hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S; RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)Monterey-Peninsula	P	3.4ESE; bay NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1ENE; rd S	1137	1	22		P-line E.
(PC)Napa, County	P	5.5 S; RR E, S	36	2	h53-BL4-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Napa Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1SSE; riv S	8	2	22-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h58-BL4-W		91,100 oct avail emerg.
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW; rds S,E	3060	2	26-(S5)	(80)	No storage. NW blkd. Rolling. Soft-wet.
New Cuyama	L	0.4 S; hwy N	2225	1	40		
North Sacramento-City	L	1.2 N; RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6NNE; RR W	1	2	30-(S3)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8ESE; RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S; hwy 2 NE	5	3	h52-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4WNW; hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE; riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	L	3.5WSW; RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E; hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		Clsd winters. FEE. Lnd, take-off S on N/S strip.
" Grant's	P	1.8 SSE; hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8WSW; riv E	8000	1	25		
" Tunnel USFS	L	16.5WNW; riv S	9100	1	18		Land and take-off to SW.
(NG)ONTARIO-International	P	1.5E; RR N, S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc rnwys 3, 7
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.8NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Otay, Wolfe's	P	1.2 SE	220	1	29	F1	Rgt tfc WNW.
Oxnard, Broome Ranch	L	8 SE	15	1	10	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-hi performance jet acft operg in ctl zone.
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	L	1.2 NW; hwy SW	215	2	30	F1	W blkd. E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5E; dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N and NW.
Palo Alto	P	2 ENE; bay 1 E	5	2	h25-S5	F2	Ant. SSE; p-line S, WNW. 2400' strip avail.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5NE; hwy 1.5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W; rd S	168	1	26-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma-Sky Ranch	P	2.3 NE; rd NW	78	1	h21-*L1-S5	F2	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.7 SSE; RR E	14	1	h23-S1	F1	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h20-(S1)		
Placerville, El Dorado Co.	L	1.5ESE; hwy 1 N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW; hwy S	1850	1	40		Use strip. P-line each end - ruf. E end soft.
(PC)Point Arena-Hotel	L	2 NW; hwy E	80	1	13		Ruf.
Pomona Brackett	P	3 NW; hwy S N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW; hwy 1 N	444	2	h60-BL4-S3	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6WSW; hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	L	0.2 N; RR SW	5300	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7SSW; crk N,S	354	2	h40-BL4-S1-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE; rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
" Sky Ranch	P	5 S; canal E, N	486	2	29-S5	F2	
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	26-L4-S3	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
Reedley, Great Western	P	5 N; RR W	381	1	22	F2	Rolling. Rgt tfc N, avoid flgt over school.
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S; hwy S	1100	1	h32-S5	F2	P-line ENE, WSW. Clsd Sundays - races.
Richvale	L	1.5 WNW; RR E	112	1	25		
" LaMalfa	L	3 ENE; hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line ENE.
Rincon, Lazy H Sky Ranch	L	1.2NW; rd E	890	1	15		Lgt acft only. Rolling.
Riverside, FlaBob	P	2.3WNW; riv SE	760	2	37-L1-S5	F4	2000' pavement avail.
Riverside	P	4.5WSW; RR W	790	2	32-*L4-S5	87	FEE for lgts. Rolling. Bcn on req.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2415	1	26-S3	F2	No storage.
" White oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford Inglenook Rch	L	1.5WNW; rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5SSW; RR W	21	3	h60-BL4,6-S5-W	F4	
" Capitol Sky Park	P	3.5WNW; RR N	15	1	30-S5	F2	Use strip.
" Jensen	L	4SSW; RR W	20	1	17-S5	F3	Rgt tfc S. Unlgtd ant. N. Soft-wet. S blkd.
" Sky Ranch	P	4.6SSE; hwy E	26	2	23-S5	F2	P-line S, NE.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
(P)SALINAS	P	2.8 ESE; RR8W	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
San Ardo	L	0.6 NW; RR E	450	1	20		Use at own risk.
" #2	P	5.6NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7NNW;RR W	1455	4	h28-BL4-S5	F2	Hills N,S; p-line W8W. Rgt tfc N. 4500' strip avail.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
San Carlos-San Mateo Co	P	1 NNE	6	2	h25-S4	F2	6'levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W; bays S,W	15	2	h87-BL4-S5-W	F4	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY.
(PC) " Montgomery	P	7 NNE; hwy W	423	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5, 10.
" Pike's	P	4.8WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F3	Rgt tfc SSE.
San Fernando	P	1.5 E; hwy I SW	1168	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NNE, SSW. Rgt Tfc NNE.
(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	11	4	h89-BL4,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat. NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E; rd W	114	1	h28-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW,SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N; RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " COUNTY	P	3 SSE; hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	P	1.5WSW;RR N	540	2	21-S5	F2	Rgt tfc ENE. P-lines ESE.
" Valley	P	1 W; RR N	550	2	20-S1	F2	Rgt tfc N. Caution weeds on strip.
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1SE; RR N	236	3	h33	F4	P-lines W, WNW. Rgt tfc E, ENE, ESE. 3800' strip avail.
" Machado	P	2.2 N; riv N	230	1	27	F2	W blkd.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S1-U-W	F3	
(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
Santa Paula	P	0.8 S; riv S	240	1	21-S1	F2	Rgt tfc to S. 91 oct avail on req.
Santa Rosa	L	2.6NNW; hwyE	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW; RR 1 E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S; RR N	965	1	18-S1	F1	W blkd; hills S, E; Rgt tfc N. Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	F1)	
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rds E,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
Selma	L	2.3 E; rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	E, W blkd. Clsd Suns - auto races.
(PC)Sonora, Columbia		SEE: Columbia, Columbia Airport					
South Belridge, Belridge	L	0.8 NNW;hwyE	575	1	36		
(P)STOCKTON	P	4 SSE; hwy E	28	3	h45-BL4,6-S5-W	F4	
" Oranges Bros.	P	5 N; RR E	23	1	h20-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwyNW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Trauger	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunset Beach	P	2.0 E; ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	873	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3953	1	h43-(S1)	(F1)	
(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4-S1-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;rivS,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
(PC)Tracy	P	3.5SSW; RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	6.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	L	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE; dry lk S	1716	1	60-B*L2		Rolling.
Tulare	P	3.7SSE; hwy W	270	1	21-S1	F2	
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE; hwy SW	4048	1	35		
Turlock	L	4WSW;RR SW	78	1	20		Edges soft.
" -Municipal	L	9 E; hwy N, W	160	1	h33-S1	F2	
" Roe	L	7.8 S; riv S	100	1	19		NNW blkd. SE end soft. Rgt tfc SE. Rolling.
Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N. Rnwy rstd to acft in excess 24,000 lbs.
Upper Lake, Gravelly Valley USFS	L	20 N; lk 1 S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE, WNW; take-off SSW, ENE.
" Polk	L	0.8SE;hwysN,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	23	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F3	Rgt tfc SE.
Vidal	L	1 SE; hwy SW	590	1	29		Emergency only.
Vina, Chico Aux #3	L	3.5 ENE	302	1	h50		Use rnwys.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
" Dinuba	L	8.8NNW;RR 1NE	310	1	h25		
Walnut Grove	P	2.4SW;riv W	SL	1	26-S1	F2	
Warm Springs	L	2.3SSE; RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5-W	F2	Ben prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8NW;Sea adj	-152	2	51		CLOSED, except on ofl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwyW	546	1	24		SSE blkd.
Williams, Dalton	P	1.3NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
" Watts	P	5.5 W; hwy E	121	2	h27-*L1-S5	F2	P-line ESE. 3400' strip avail.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
		NEW AIRPORTS (or airports out of alphabetical order)					
					COLORADO		
Akron, Ward	P	0.7 N	4660	1	28-*L4-S1	F2	
" 9 DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E. Ruf
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	2	h59-B*L4-S1-W	F3	Unlgtd 1120' overrun
"Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW; RR E	7800	1	45		
Blanca	L	2.7SSW;hwy1.5N	7730	3	58		S blkd.
Boulder	P	3ENE;bet RRs	5350	4	42-BL4-S3	F2	
Brush	L	2.7ENE;hwys W	4280	3	35	F1	S, SSE, W blkd. Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
Calhan	L	0.6ESE;hwy N	6500	1	22		Use at own risk. Ctn-ditch S. Cattle-fld.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5435	2	h54		
Center	L	65WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf. Soft when wet.
(AF)Colorado Sprgs, PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
" Pine Valley		9.2N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC) Craig	P	2 SE; riv N	6197	1	36-L2-S5	F1	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.
Crested Butte	L	0.8 SE	8800	1	27		

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S, N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC) Delta, Starr Nelson	L	4 E; RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10NNW; hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
(P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. Rdo rcvr rqrd. Land W numeral 26L Acft avoid flgt vcnty jail ldtd 4000' NE apch end rnwy 21.
Dove Creek	L	0.6 E; hwy W	7000	1	44	(F1)	P-line SW.
(PC) Durango-LaPLATA	P	10.6SE; riv NW	6684	1	h56-BL4-S3	F3	SW end soft, ruf.
Eads	L	1.3WSW; RR N	4250	2	35		Ruf. Emerg only.
" Freeman	L	10 SSE; hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Eaton-Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E; dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE; riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on f|d.
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC) Ft. Collins, Christman	P	4 WNW	5160	2	40-BL2-S5	F3	Use strips.
Ft. Morgan, Young	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes.
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC) Granby	L	1 ENE; RR S	8203	1	40		
(P) GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC) Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F2	
(PC) GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
"Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE; riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf, Emergency only.
(PC) Hugo	L	1.5 NW; hwy W	5128	3	40		
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW; hwy S	4290	3	35		Cattle on fld. Use strips.
(PC) Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P) LA JUNTA	P	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW; riv 1 N	3673	3	42-BL2-S3	F1	N blkd; p-lines SW, W. Ruf.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE; hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5616	1	26-*L	F1	N blkd. Rolling. Land, take-off N.
(PC) Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC) Loveland	P	2 WNW; hwy S	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LIUS Valley	P	6 E; hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC) MONTROSE COUNTY	P	1.5NNW; hwy SW	5758	2	h56-BL4-S5	F1	P-line SW. NE/SW Strip soft when wet.
Norwood	L	3 NE; riv E	7000	1	27	(F1)	Rolling. Unattended.
Nucla	P	2.3 SSW; riv 1 S	5910	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
(PC) " - #2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW; RR NW	6000	1	30-S1		Soft when wet.
(P) Pueblo Memorial	P	7 ENE; hwy S	4725	2	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW; hwy S	5500	1	44		
" - Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW; canal N	4370	2	28		P-lines NW, hill SE.
Saguache	L	2 WNW; hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W; RR S	7484	1	38-(S5)	(F1)	Ruf. Steep grade on W.
San Acacio, Lyckman Ranch	L	5.3 SW; hwy N	7710	4	74	F1	Soft, ruf.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N; hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	25 NW; hwy NE	6920	2	34		Unsafe when wet.
(PC) Sterling-Logan County	P	2.8 W, RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
Stratton	L	1.3 NE; hwy S	4400	1	33		SE blkd; p-lines NW.
(P) TRINIDAD	P	10.5ENE; riv NW	5761	2	h55-BL4-S3-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC) Walden-Jackson County	L	1.5NNE; hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable. Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 NRR; hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy S	5500	2	26		S blkd; p-line W. Rolling.
" East Colfax	P	2.7WSW; hwy N	5650	2	30-S1	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW; hwy E	3600	2	38-S1	F1	Rolling. ruf.
← Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Ansonia	P	1.6 ENE	440	1	18-S5	F2	
Bethany	P	1.3 N	680	1	28-*L2-S3	F1	500' N end slopes sharply.
(P) BRIDGEPORT	P	3.5ESE; hwy 1 N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC) Danbury	P	2.5SW; RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5	F4	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC) GROTON, Trumbull	P	2.0SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
Hartford, Brainard	P	2.8SE; riv E	18	3	h47-BL2,3,4S5-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE Rnwy15-33 permclsd.
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4SW; RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC) NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
← New Milford, Candlelgt Farms	P	3.0 W	650	1	21	F1	
← Pachaug	L	1.4 E	204	1	25-*L4-S3	F1	
Plainville, Robertson	P	2.5N; RR E	200	1	21-S1	F1	
Simsbury	P	2.6NNE; RR W	210	2	10-S5-U	F3	
S. Woodstock, DeFlorez	L	1.2SSE; hwy W	465	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW; RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N; hwy N	60	2	19-*L4-S5-U	F3	SE blkd. Ridge NW.
(PC) WILLIMANTIC, Windham	P	2.7NE; hwy SE	244	3	h43-S3-U	F2	Dike NE.
(NG) WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
DELAWARE							
Bridgeville	L	1.7SE; hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	L	2.2 N	37	3	24		P-line SW.
(PC) Georgetown, Sussex Co.	L	1.5SE; RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW; rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW; hwy S	30	3	21		Unattended.
Milford	P	1.1NNW; hwy E	35	2	24-*L4-S5	F3	ESE blkd.
New Castle, Bellanca	P	1.5W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip. Soft-wet. Rgt tfc NE.
" Biggs	L	1 NW; RR E	60	3	21		SE blkd. P-line NE. Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W; hwy N	28	4	36-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E; riv N	20	1	18-*L		
" Ewing	L	3 SSE; hwy E	50	1	18		
" Lakeside	L	1 S; hwy E	45	1	18		S blkd. Inwr, Philadelphia rdo only.
Wilmington, Du Pont	P	3 WNW; hwy S	165	2	29-BL2,4-S5-U	F2	SSW blkd. Lgts to 2300 prior req ctc NewcastleCo.
AF, NG) " NEW CASTLE CO.	P	4.8SSW; hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W; rd SE	45	1	21-S3	F1	WNW blkd; p-line ESE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
DISTRICT OF COLUMBIA							
(AF, NG) WASHINGTON NATIONAL	P	2.2S of Monument	18	3	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 9-27 perm clsd.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N; hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE; rd W	60	4	33		
Atlantic Beach, Bull	P	1 NW; ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnwys.
(P)Bartow	L	5.5 NE, RR NW	124	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
Belle Glade- State	P	1 NNE, hwy W	17	2	24-S5	F1	W blkd. Soft when wet.
← Bradenton	P	1 SW; hwy E	22	2	34-U	F1	Soft when wet.
(PC)Bronksville	P	7.5 SW, RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E, lk SW	34	4	h50		Cattle on fld. Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W, hwy 1S	20	1	h40		Use rnwy.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Tower S. Use rnwy. Unattended.
Chipley	L	1.8 SE, RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h30-L4-S5-U	F2	Use rnwy.
Cocoa	P	2.1 ESE, riv E	4	1	43-BL4-S5	F1	
Crestview	L	2.5 N, RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58 MEM-TPA	P	1 E, RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE, hwy W	7	1	30		
(P) DAYTONA BEACH	P	2.8 SW, hwy N	34	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE,hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	L	5.0 E, hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW, hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW, bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW, RR SE	14	4	h40		Caution-not maintained. Use rnwys.
" Bradley	P	2.8 N, RR W	9	1	h26-S5	F4	
(PC) " BROWARD CO INTNL.	P	3.7 SSW, RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY. Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE, RR E	19	3	27-B-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC) " St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F3	Use rnwys.
" Stengel	P	4 WSW, lk.E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds. P-line N.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
Hollywood		1 S, RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5	F4	Use rnwys.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3ENE, RR W	20	3	h50-BL2,4		
(P)Jacksonville, Craig	P	9.0 E, riv I N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6.3 N, RR W	52	4	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
" Mile Branch	P	11 SW	62	2	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW,RR W	196	3	h50-S3	F2	Use rnwys.
(P)KEY WEST, International	P	2.3 E; ocean S	4	4	39-*L-S3	F3	ARPT OF ENTRY. FEE. Use rnwys.
(PC)Kissimmee	P	2.3 W, RR N	82	3	h50-B-S5	F1	0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnwys.
(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwy.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail after 2400.
(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC)Leesburg	P	4 ENE;lkSE, NW	67	2	h50-BL2-S5		Use rnwys.
" Fishermen's Lodge	L	5.5 N, lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo rqrd. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW, RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW, RR W	10	1	20-S5	F3	Acft higher than 600 hp prohibited.
(AF)" -INTERNATIONAL	P	9.0 NW;canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT. OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR. BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE, RR S	120	2	47-S5	F1	No storage. S, W. blkd.

h-paved rnwys B-rotating lgt L-lighting facilities S-servicing aw-allway field W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Minneola, Kerlin	L	0.5 NE,hwy W	100	2	16		Unattended.
Mount Pleasant	P	1.0 W	301	1	22	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW, RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	L	2.5 NW; RR S,E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF)ORLANDO	P	2.5 E, lk S	115	5	h55-BL4, 6-S5-W	F4	Rnwy 10L-28R perm clsd.
" Hoequist	P	3.8 SW, lk NW	90	2	20-S5	F1	E blkd.
(PC) Pahokee,Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC)Palatka, Larkin	P	3 NW; RR N,S	56	4	h50-BL4-S1	F4	Use rnwys.
← Panama City, City Air Park		3.5 NNE,hwy E					ABANDONED
(PC)" FANNIN	P	3 NNW;bay NW	14	2	h49-S5-W	F4	Use runways.
" Skyland	P	0.2 W, RR N, E	12	1	19-S5	F2	P-lines N,S. N end soft. Rft tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC)Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW,RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-S3	F4	Use rnwys.
(PC)Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy		2 NE, hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St, Augustine	P	2 NE, hwy S	10	3	h50	F3	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW, bay E	6	1	15		
(PC) " PINELLAS CO. INTNL.	P	9.5 N, bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG)St. Petersburg Whitted/ CGAS	P	2.5E, bay E	7	3	h32-L2-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E, RR NE	25	2	35-S1	F1	N blkd. S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-U-W	F4	
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9NNW; riv NW	250	2	26-S3	F1	Surrounded by trees.
(P)" DALE MABRY	P	3 W, RR S	70	3	h52-BL4, -6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys.
(PC)Tampa, Hillsborough Co.	L	7 NNE;riv L5 S	67	3	h50		CLOSED-LEGALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-indg N, NW; hwy tfc S.
Tarpon Springs	L	2WNW, gulf W	12	2	20		INACTIVE.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE, RR E	19	3	h50-S5	F4	Use rnwys.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P)West Palm Beach, Palm Beach County Park	P	7.5SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC)Williston	L	2.2SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW;hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Bcn prior req/circling. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
← Clewiston, Sugarland	P	1.0 SW	18	3	30-S3	F1	P-line N, NE, SW- trees NW.
GEORGIA							
Adel, Cook County	L	1.3W;hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys. P-line W, E/W rnwy clsd ngts air carriers.
" Pine Knoll Lodge	L	11.5WSW;RR S	196	2	30		SW blkd.
←(P)Alma, 43, MIA-ATL	P	2.5W;RR N	200	2	43-BL4		P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnwys.
(P)ATLANTA	P	8S;RR N	1024	5	h78-BL4, 6, 7-S5W	F4	FEE. Clsd HB, VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
←(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F3	
(P)AUGUSTA, Bush	P	7.3SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W;RR S	424	3	h41-BL4-S3	F4	Embank. W. Use rnwys. N/S rnwy clsd.
(P)Bainbridge	L	6.5NNW;hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy. Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd; p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-*L	(F1)	P-line NNE
Cedartown, Waters	L	1.2 W;hwy E	798	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31	(F1)	
Cochran	P	5NE;riv E	324	2	21-B*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE,RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1S;hwy E	750	1	20		P-line N. Ruf.
(PC)Cordele	L	1.8NNE;RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4NNW;lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7ESE;riv NE	700	2	21		INACTIVE.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC)Darien, Edenfield	L	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	20-B-S3	F1	
Ellaville, Gill's	L	1.E;hwy N	565	1	16		INACTIVE. N blkd. Land from S to N, take-off from N to S.
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	BL4, 6	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S1-W	F1	
Lithonia, Gunn	P	3.3 WNW;hwy S	960	1	h21-S3	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4, 6-(S3)W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd, P-line NE. Do not lnd SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SSE strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd, P-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW; RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W,RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF basic contr, school-student trng 25 mi radius. Lmtd svcg, facs trans mil acft 0800-1700 Mon-Fri 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE,RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S3-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h84-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed.
Smithville, E. Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W strip clsd-p-line W. end.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
(PC)Statesboro	L	3.8 NE;hwy W	182	3	h53		S blkd;twr W. Use rnwys.
Stockbridge, Bellah	L	4.ENE;dam SE	750	aw	21		Unattended.
(PC)Swainsboro, Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE. E blkd. Cattle on fld. Deep gully W end. Lgt acft only. Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE,RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730, Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau	L	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E, NNE blkd; p-line SSW. UNICOM-req. Servcg, fuel on call.
(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Wadley, Foster	L	3.0 E	250	1	30		
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
IDAHO							
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	L	2NE;rr NW	4404	1	38		Ctn-weeds, ridge of dirt SE edge
AndersonDan., Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2SW,hwy NW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1WNW,rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
AtomicCity, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet.
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf.
Bancroft	L	1.2E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W of Forney	3710	1	19		CLSD WINT. Land to N; take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take off NNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW,RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N,rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW,RR2W	2858	4	h80-BL4,5,6S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfc NW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Campbell	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. No storage. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE,hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W,RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5NW,Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENE Pierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
Centerville	L	0.9 NNE, crk E	4000	1	15		Ctn-2' gully across strip approx 700' from SW end. CLOSED WINTER.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter. E/W strip unusable.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW,hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5S,bet rd,crk	5200	1	36		Mainld June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE,RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4NE;RR S	2850	1	26-*L1		P-line S. Skis Nov-Apl. Ngt lndgs S. Soft when wet.
(PC)Emmett	L	2.6SW;RR NW	2359	1	24		Use strip. Soft when wet.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IDAHO		
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd.
Fish Lake USFS	L	36.5 ESE Pierce	5900	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2536	1	32		
(P)Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F3	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel-wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)HAILEY, Friedman	P	1.1SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-Off to SW. Open May-November.
(P)IDAHO FALLS, Fanning	P	2NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	1SSE Stibnite	4602	1	23		Land NE, take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr.-Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500' usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	26	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.5 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd; hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont;bet crks	2990	1	26		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	3610	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	28-(S5)	(F2)	No storage. Hills S. Tkoff N. Soft-wet.
Moose Creek USFS	L	26.5NNE Red Rly HotSprings	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch. Watch for tfc. Open Apr-Nov.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	NE, SW blkd. P-line NNE. Cattle on field.
Mountain Home	L	1.6W;RR NE	3161	1	33		Skis wint. Soft-wet. Prior permission rqrd.
Namps, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	4600'x2500'aw fld avail. Soft off gravel when wet.
New Meadows	L	0.5N;hwys SE	5055	1	26		WSW blkd; p-line ENE.
Nezperce	L	0.2 N	3132	1	20		Soft unusable-wet. Hills NW, SE. Cattle on fld.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S5	F3	Soft off gravel when wet. P-line SSE.
Paris, Bear Lake County	L	3.5ENE;rds	5928	2	h37-B		Use ctn. Ridge WNW, ESE. Rgt tfc indg SE. Ruf.
Parma	L	0.6SE;RR NW	2235	1	26		Ctn-fowl on fld. Fuel, repairs on call.
Patterson, Ima Mines	L	0.8S;hwy E	6000	2	34		P-line NW. Rgt tfc to S.
Payette	P	2NE;riv 1.5 W	2236	1	35-S1	F2	Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks.
Pine	L	1 S	4233	1	22		Hill N.
(P)Pocatello Mun.	P	8.1 WNW	4448	3	h33-BL4,6-S5-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-L4	F2	
Richfield, Reynolds	L	1 SW;riv SE	4220	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.6 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4929	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3NE;riv WNW	1600	1	25		NNE blkd; mtn SSW. Stay W of river. Rgt tfc NW.
Root Ranch USFS	L	19NE Big Crk	6000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. Canyon to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SE;RR NW	4966	1	30-S5	F3	Soft when wet.
" Kubat	L	4 SE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;rir S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" River	P	1.2S;hwy E	4980	1	33-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2126	1	h32-L4-S1	F2	Soft off pavement when wet. Rcn on req.
Shearer USFS	L	31 ENE Elk City	2800	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IDAHO		
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		ENE/WSW strip hazardous.
Spirit Lake	L	0.7W;RR NE	2500	1	22		CLOSED. ENE, WSW blkd. Ruf. Non fld. Hills NW, SE. Ctn-debris; rd crosses strip. Cattle
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW; tk-Off NE, NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	20		1000'ENE soft-wet. When wind permits land up-stream WSW; tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5500	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct. avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
		NEW AIRPORTS (or airports out of alphabetical order)					
					ILLINOIS		
Alexander, Negus	L	2.5WNW; RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW; hwy E	750	2	22-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	2	h28-U	F3	N, S, W blkd.
Beardstown, Hood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
← Benton	P	1.5 NW	445	3	26	F2	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	18-L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F3	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale, Murdale	P	4 NNW	400	3	h27-BL4-S5-U-W	F3	4200' strip avail.
Casey	P	0.8 NW; rd N	645	2	23-*L-S5	F2	Rgt tfc S. W over town.
Centralia	P	1.5ESE; rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft-wet.
Champaign	P	2 NNW;hwySW	753	3	28-*L-S5	F3	S, NW blkd; p-line W.
(PC) " UNIV. OF ILLINOIS	P	5.5SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR1NW	690	2	26		Unattended.
← Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
Chicago, Elmhurst	P	17WNW;hwy S	709	4	30-L4-S1	F3	SW blkd. Ant. S, twr E. Rgt tfc all take-offs & lndgs N/S, NE/SW rnwys.
← " -Hammond	P	24.8SSE of Loop	615	4	32-BL3-S5-U	F3	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-S5	F4	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	5	h64-BL3-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
" Stinson	P	13.1WSW;quarryS	645	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	Sunrise to 2200. Rgt tfc N. FEE. 2-way rdo rqrd ngts.
(AF,NG)" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts.
" Pal-Waukee	P	21NW; RR W	642	4	h29-BL4-S5	F4	No 91 octane.
Chicago Heights Governor's	P	5WSW; hwy E	750	2	29-S5	F3	E blkd. Rolling.
Clinton	L	4.8NE; crk N	720	2	15		
Compton, Bresson	P	5 N; hwy E,S	800	1	28-S3-U	F2	S blkd. No storage.
Crete, Mail	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S; hwy W	830	2	18		Rolling.
Danforth, Classen	L	0.5SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermilion Co.	P	4.8NNE; RR E	687	3	h40-B*L4-S5-W-U	F3	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F4	
" -Aviation Company	L	4 NW	678	1	26		P-lines S, W, SW. Rolling.
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	785	1	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.8S; RR W	685	2	30-S1	F2	S blkd. Road crosses E/W strip.
Elgin	P	2.3 N; riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					ILLINOIS		
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
Freeport, Albertus	P	3.5 SE; RR S	840	3	h23-S5-U	F2	S blkd.
Galesburg	P	1.7NW; hwy E	788	2	h27-B*L2,4-S5	F3	P-line E. Rgt tfc take-off SE.
Gilman	P	1.2NNE; RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6NNE; RR E,W	499	1	26		Unattended.
(PC)Harrisburg-Raleigh	P	5.2 N; hwy E	396	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3WSW; hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6NE; hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE; lk E	625	1	24		N, S blkd.
(PC)Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W	F2	3200' strip avail.
Johnsburg	L	0.4 SSW; riv S	740	1	19		Rgt tfc. Ant. NE.
(P)Joliet	P	5 W; riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2WSW;RR 15E	625	2	26-S5-U	F3	Ditch N, S blkd. Use strips.
Kewanee Arpk	P	6 E	760	2	24	F2	
Kewanee	P	3 S; hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC)Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5SE; RR N	437	1	22-S3	F2	S blkd. P-line N. Soft-wet.
Lincoln	P	1.8 W; hwy N	591	2	31-L-S5	F2	P-line N.
(PC) " Logan County	P	2ENE; hwy NW	585	2	h27-S5	F3	3200' strip avail.
(PC)Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	P	2.2WNW;canal E	670	4	h31-BL4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8NNW; RR S	740	3	28-S5	F2	P-lines, S, SW.
" York Township	P	2 SSW; riv W	740	2	20-S5	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	28-S5	F2	N, E, blkd.
(PC)MARION-Williamson County	P	4.6WNW;hwy W	472	3	h38-BL4-S5-U	F4	4200' strip avail.
(PC)Mattoon, Coles Co., Mem'l.	P	5 E; RR 1 N	720	3	h37-BL4-S5-U	F3	3900' strip avail.
Metropolis	P	2 NW; hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7NNW;hwy E	650	2	28-L1-S5	F3	E blkd.
(P)MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Monmouth	L	1.5NNE; RR W	770	1	31-S5	F2	S blkd. E/W rnwy clsd. Unattended.
Morris	P	4.5N; hwy W	588	2	23-L1-S1	F3	
(PC)Mt. Carmel	P	13.7NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC)Mt. Vernon	P	2.5ENE; RR S	465	3	h22-L4-S5-U	F3	3800' strip avail.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
Oaklawn, Harlem	P	2.2WNW; RR W	619	6	34-S5	F2	Clsd to acft over 2000 lbs.
Olney, Ulrich	P	1.8ESE; RR S	537	2	30-S1	F1	P-lines N; S blkd.
Ottawa	P	1 NNW; rd N	615	2	28-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford county	L	1 N; RR S	450	1	26		W blkd.
Pana	L	2 E; RRs N	670	2	23		N, S blkd.
Paris, Stewart Hog Ring	L	1 S; RR W	740	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5S; RR E	521	3	34-*L-S5-U	F3	E blkd; p-line W.
(NG)PEORIA, Greater Peoria	P	4.6WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F3	NE, SE, S, SW blkd.
Plymouth	L	2 W; rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW;hwySW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5E; hwy N	625	2	24	F2	N, S blkd.
(P)QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
Robinson	P	5.3E; hwy S	500	2	35	F2	E/W rnwy clsd. S blkd. Ruf.
Rochelle	L	2 S; hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	P	3 S; hwy W	645	4	25-S5-U	F2	P-lines W, SW, NW.
(P)ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE; riv NW	732	3	30-*L2-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC)Salem, Salem-Leckrone	P	1.9NW; lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4WSW; RR N	670	2	20-S5-U	F3	P-line N. Soft when wet.
Savanna, Stransdale	P	4 SE; hwy W	610	3	23-S1	F2	1000' NW end NW/SE rnwy clsd. P-line W.
Serena	P	2.8ElevatorSE	640	1	21-L4-S3-U	F3	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W; RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
Sheldon, Disoway	L	5.4 SSW; RR W	686	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(AF,NG)SPRINGFIELD, Capital	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W	F4	Use rnwys.
" Southwest	P	3.5SW; RR N,S	606	2	28-*L4-S5-U	F3	Use strips. Bcn on req.
Steger, Will County	L	0.5 S; RR W	710	3	15		W blkd; p-line N. Soft when wet. Rgt tfc strips 9, 36.
Stockton	L	1.9SE; hwy W	940	1	20-S3	F2	Rolling.
Streator	P	3 ENE; RR N	650	2	23-S5	F3	

k-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					ILLINOIS		
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville	P	1.8WSW;RR SE	612	1	h22-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
Urbana, Illini	P	2 NNE; hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	L	1 WSW;RR E,S,W	640	1	22-S3		P-line N.
Waukegan	P	1.5NW; RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-S5-U	F2	Landing fee multi-engine acft.
(PC)West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F3	
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Williamson, WLS	L	0.8 E; hwy E	600	1	26		N blkd.
Wood Dale, Moody-Wooddale	L	1.3NNE;rdadj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
		NEW AIRPORTS (or airports out of alphabetical order)					
					INDIANA		
Anderson	P	3.5SE;hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Acs	P	4 S;RR E	910	3	41-S5-U	F4	
(PC)Angola, Tri-State	P	4.2W;hwy S	984	3	32-B-S5	F3	SE, SW blkd.
(PC)Annapolis, Port-O'-the Woods	L	2.2 NNW;hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE. N blkd.
(PC)Bedford	P	3.5 SE;hwy E	728	2	h31-U	F1	Use rnwy. Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h36-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-B-S5	F2	E blkd. Rgt tfc E, S. Depression near center E/W strip.
" -Wells County	P	2.8 WSW;RR S	820	1	32-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE;RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	791	3	27-*L1-S5	F3	E, NE, SE blkd; p-line SW. Use strips.
(PC)Columbus	P	3 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC)Connersville, Mettel	P	2.8 NNE;canalW	867	3	h25-BL4	F2	3200' strip avail.
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE, E.
Culver	L	2 E;lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	3.0 E	841	1	26-S3	F1	Soft when wet.
DeMotte, Cheever	L	2.2SSE;hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Ruf. Unattended
Dyer, Triangle	P	1.5NE;RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW;hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E;riv N	750	3	30-*L2,4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2 S;hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(P)EVANSVILLE, Dress Meml.	P	4.5NNE;RR W,E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	3.8 NW	389	2	26-S5		P-line S. No storage.
(NG)FORT WAYNE, Baer	P	7.5 SSW; RR E	801	3	h79-BL4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S;hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8ESE	500	1	h26-S1	F3	Hill N
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	601	2	h46-BL4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
" Midway	P	4.9NW;riv NE	780	2	26-*L1-S3	F1	S, W blkd.
Greensburg	P	2.1WSW;RR N	915	2	23	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-B*L4-S1	F2	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24-S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
Headlee	P	1.9	850	1	21-S3	F1	Race track S side. W of hangar.
Hobart, Cole's Sky Ranch	P	1.9 NNW;hwyS	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	2.3;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.0 SSE;riv S	810	2	21-S5	F2	P-lines SW; gully S.
(P)INDIANAPOLIS, Weir Cook	P	6 SW; RR N	796	4	h41-BL4,5,6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open lst acft. Fee multi-eng and wt excess 110,000 lbs.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	Unlsted 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd. Ruf.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	P	2 N	478	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-BL4	F1	S blkd, P-line SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE, NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S1-W	F3	
" - Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
Lafayette, Arets	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	h40-*L4-S5	F3	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S, SW, SE, NW.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
Logansport, Williamson	P	6 NE	770	2	20-S3	F1	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W.	668	1	h24-S3	F2	
Mishawaka, Sportsman	P	3.7NE;riv S	760	2	21-S5	F2	P-lines NE, SW.
Monticello, Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
" Dittman	P	2.8 S; lake E		2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
New Carlisle, Gordon	L	2.8 ESE; hwy IN	736	2	16		Use strips. Rnf.
New Castle	P	1.8 ENE; hwy N	1080	3	29	F2	N, NE blkd. Rgt tfc W. Use strips.
" -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N. Vernon, St. Anne	P	2.3NNE;RR W	750	2	h45-*L4	F1	
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys NE	926	3	28-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-S3	F3	Hill E.
Rising Sun	L	0.5N	530	3	22-S1	F2	Rolling
Rochester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,S,SE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd. P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E Blkd; p-line N. Use strips.
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd. Use strips.
" Black Hawk	L	5.3 N; road E	925	2	18		P-line N. Use strips.
(P)SOUTH BEND, St. Joseph Co	P	3.5 NW;hwy S	778	4	h50-BL4, 6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail;bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	P	6.5 NE;RR 2E	730	3	25-S1	F3	S blkd; p-line SE.
" Chain-O-Lakes	L	5.2W;lk SW	765	4	24-U		P-line N, NW.
Spurgeon, Knos	L	2 NNE; hwy W	485	1	27		
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1		P-lines N, NE, SE.
(P) " HULMAN	P	5.ESE;hwy N	585	3	h32-BL4, 6-S5-W	F4	Use rnwys.
(PC)Valparaiso, Porter County	P	2.5 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7N;RR S	829	2	26-L4-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-*L4-S5	F2	Rgt tfc S, W. Bcn prior req. Silo W
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E. NE. Use rnwy. strips.
" Smith	L	4 N; RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
(P)WEST LAFAYETTE, Purdue University	P	1.5 SW	610	2	h35-B-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission. Use rnwys. 3700' strip avail.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	759	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Albia, Airway Implement Co.	L	1.8 S; RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-L4-S5	F1	P-line N.
(PC)"Squeeze	L	4.5 S; hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	30-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E; hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W; hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N; RR W	652	2	9		DANGER-SHORT FLD, Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7WNW;hwys S	850	1	19-(S-3)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling P-line S.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12,18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE; RR N	1196	3	34-S3	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h54-BL-4,6-S5-U	F4	
"Hunter	P	3 S; hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5SSW; RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N, E, W blkd. Land at own risk.
(PC)Chariton	L	2.5 W; hwy S	1050	1	24		P-line S.
(PC)Charles City	P	3.3E;bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-*L1-S5	F2	P-lines NE, SE. Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5	F2	Rgt tfc SW, SE. Ditches S, NNE.2900' strip avail.
" Schenck	P	0.8 SE	992	1	28	F2	Rgt tfc N.
Clarion	P	1.4 NW; hwy S	1162	4	27-BL4-S3	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F1	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE; hwy S	974	4	37-S5	F1	SW blkd; p-line SE; tank S.
Creston	P	2.5 SW; RR N	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.
(P)DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW; hwy N	1280	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
" Chamberlain	L	1.3 SE; riv N	1200	1	18		Soft when wet.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	
" Dodge	P	8.0 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL4,6-S5-UW	F1	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk. Rolling.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elkader, Meyer	P	1.1 SE; RR E,S	915	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W; riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
Emmetsburg	P	1.3 SW; RR N	1205	3	35-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-*L1-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	P	1.0 SE	780	2	26-S1	F1	P-line N.
Farnhamville, Saucke	L	3 SW;hwy 1.3N	1150	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
Floyd, Henry's	L	4.0 NE; riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6	F1	Use rnwy.
Garner, Wicks	P	1.8 NW; hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2.0 NE; riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW; hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 14 N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	16		Unattended.
(PC)Guthrie Center	L	0.5 NW; riv E	1083	2	26-*L-S(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5.0 SSW; hwy E	1204	2	27-BL4-S5	F2	P-line S.
Hartley	L	1.2SSE; RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd; p-lines S, SE; bins NE atnd week-ends. Caution-weeds.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1250	1	20		Use strip. Rolling.
Independence		4.1 W					ABANDONED.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F3	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-*L1-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3.0 WNW; RR E	1163	2	37-BL2-W	F1	
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1300	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W, NW blkd; p-line SE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IOWA		
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd. Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
Manchester	P	1 S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.8 SW;RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC) Mapleton	P	0.5 NW;riv NW	1150	2	29-35	F2	NE,SE, SW blkd. Ruf.
Maquoketa	L	2.8 SSW;hwy E	720	1	20		Land at own risk.
Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-L4-S5-U	F2	W blkd; p-line N.
(P) MASON CITY	P	6.5 W; hwy S	1216	2	h58-BL4-S5-W	F3	
" Eco	P	2.8 ESE; riv S	1215	1	24-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Missouri Valley	L	1.5 Stet RR,hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3.0 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC) Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19 S1	F2	
(PC) Muscatine	P	6.0 SW;hwy SE	546	2	h42-BL4-U	F3	
" Greiner	L	6.0 W; hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2.0 NW;hwy E,N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
Nevada, Nelson	P	1.7 W; hwy N	995	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd; p-line SE.
Newton	P	1.5 ENE;hwy S	950	2	24-*L1-S5	F3	P-line S.
Nora Springs, Spotts	P	3.2 W; RR S	1170	2	26-*L-S1	F2	E blkd. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N;RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2.0 SSE;RR NE	860	2	21	F2	P-line NE. Use strips.
← (P) OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
Perry	P	3.5 WSW;hwy N	1014	2	23-L4-S3	F2	
(PC) Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Prairie City	P	2.0 N	950	2	30		Ctn-cattle on fld. Trees W; cable line.
(PC) Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5	F2	P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
← Rock Rapids, McKisick	L	3.0 N; riv W	1361	2	23-S1	F2	Use E/W Strip when wet.
Rockwell City	L	W; hwy W	1234	1	22-S3		80 oct. P-line W. Trees N.
Rudd, Ehlebrachts	L	0.5 S; hwy N	1150	2	19		N, W blkd. Rolling. Use at own risk.
← Sac City	P	3.0 SSE; riv W	1250	2	22-*L1-S5	F2	
Sheldon	L	5.0 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E; RR S	800	2	18	F1	Land at own risk.
(PC) Shenandoah	P	2.8 WSW;riv NW	963	2	37-BL4-S5-U	F3	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E,S,W blkd; p-line N.
← Sigourney	P	3.0 S; riv N	698	2	24	F2	S blkd. Soft when wet.
(AF, NG) SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h75-BL4, 6,7-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S. Dak., Rickenbacker Fld.						
Spencer	P	2.9 WNW; RR 1S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE; RR1 SE	1178	1	15	F1	P-line SE. Rolling.
← Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2.0 E; hwy S	810	3	18		S blkd;p-line SE;culvert W;use strips;cattle on fld
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE; riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE;RR NE	769	2	26		P-line E.
← (P) WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4,6-S5-W	F4	
" Canfield	L	3.0 NW;hwy NE	800	4	28-(S5)	F2	P-lines N, NE, bldgs SE, W blkd.
(PC) Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
Webster City	P	3.3 SW;RR 3 N	1100	4	26-S5	F2	P-lines N, NE.
Wesley	L	1.5 E; RR N	1250	1	30		N, S, W blkd.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					KANSAS		
(PC) Abilene	P	1.7WSW;RR N	1148	3	h21-L4-S1	F3	2300' strip avail. NE blkd, p-line SE. Ruf. Soft-wet
← Anthony, 24, AMA-MKC	P	2.7WNW;hwyS	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5S;hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd;p-lines SE, SW.
" Strother Aux #1	L	7.5NE;riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6W;hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2S;RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W;hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd;p-lines S. Lgts prior req after 2200.
Baxter Springs, Y & M	L	3.5W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwyS	1520	3	24-S5	F1	P-line SW. Use strips.
(PC) Beloit	P	1.2NW;RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strups.
Bern	L	0.6S;RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N. Caution-wet. Use strips.
Brewster, Hutton	L	1SE;hwy N	3420	3	35		SE blkd;p-line SW. Low area S center of fld un-usable. Ruf. Use strips. Caution-elevator adjNW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd. Ditches N, W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N, W. Use strips.
Caldwell	L	1.2E;hwy S	1105	2	22		SE blkd;p-line SW. Ruf. Use strips.
(P) Chanute	P	2 WSW;lk SE	1001	2	h42-BL2 3-S5-W	F3	SE blkd; p-lines S, NW
(PC) Cimarron	L	1.8N;hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6WSW;RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
(PC) Coffeyville, McGugin	P	5.3NE;RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC) Colby	P	1.8N; hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8N, ;hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip. Use strip.
Coldwater, Stark	L	0.7NE;RR SE	2100	1	27		P-line NE. Use strip. Cattle on fld.
Collyer, Scherr	L	1.7 E;RRN	2563	4	25-(S1)		S, SE, SW blkd. Cattle on fld.
Columbus	L	1.2SW;RR E	900	2	21-S3	F1	NE blkd;hedge S. Soft when wet.
(PC) Concordia	P	1.7S;hwy W	1474	3	36-S1	F2	Erosion edges of strips. Use strips.
" Blosser	L	1S;hwy W	1475	1	18		P-line E. Caution-ruf.
(PC) Cottonwood Falls, Chase Co.	L	0.5 SSW	1254	1	26		P-line N
Council Grove	L	4.5WNW;lkS, W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd; p-line S, SE.
(P) DODGE CITY	P	3ENE;RR SE	2594	4	h46-BL2 4-S5-U-W	F4	Use rnwys.
" Ford County	L	6WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3ESE;RR S	2440	1	22-S5	F2	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N, W. Use strips. Caution-holes N/S strip.
(PC) Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6SE;hwy W	1360	4	25-L4-S5	F3	E, S blkd;p-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5NW;hwy, RR	1790	2	26-S5	F2	Caution-oil well 58'E N/S strip; N blkd; use rnwys
Ellsworth	L	1N;hwy S	1611	2	24		
(P) Emporia, 37, AMA-MKC	P	5.4S;hwy E	1204	3	h21-BL4-W	F3	N/S strip 4000'; use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7E;hwy S	1100	1	26		S blkd.
Fall River	L	3.9NW;dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8SE;crk E	1320	2	19-(S1)	(F1)	
(PC) Fort Scott	P	4.5SW;hwy S	900	2	26-B	F1	Caution-oil well 58'E N/S strip; N blkd; use rnwys
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3NNW;hwy E	880	2	26		
Garden City	P	3.3E;hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5ESE;RR SW	2895	4	h65-BL4-S1-W	F3	Use rnwys. Only rnwy 17-35 usable ngts.
(PC) Gardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd. Use strips.
(PC) Garnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times. Intsxns ruf. SSW blkd.
(P) Goodland	P	2 NNE	3653	4	50-BL4-S5-W	F3	
(PC) GREAT BEND	P	5WSW;hwySE	1891	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E;RR N.	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
(PC) Harper	L	1.3WSW;hwysE	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips.
Hays	P	1.5E;RR S	2021	aw'	29-B*L2-S1	F2	
(PC) Herington	L	8 ENE;RR 3N	1485	3	h67		Closed civil acft. Rgt tfc NW.
(PC) Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf. Unattended Sat. Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC) Hillsboro	L	0.7SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5ESE;RR N	1820	1	17		P-line N. Shoulders ruf.
(PC) Horton	L	1.2NNW;hwy E	1134	2	22-L4	(F1)	
Hoxie	L	0.8N;hwy S	2685	3	28		S blkd; p-lines NW, SW.
" Hedge	L	1.8 NW;hwyS,E	2780	2	19		Caution-erosion-ditch center E/W strip. Ruf.
Hugoton, HAP	L	1.5SW;hwy N	3120	4	26		N blkd;p-line NE;hill SW. Use strips.
(P) HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4 685-W	F4	Use rnwys.
" Mills	L	4.4S;RR W	1533	1	25-(S1)	(F1)	
(PC) Independence	P	6 SW;RR E	820	4	h55-BL4-S1	F4	
(PC) " Montgomery County #1	L	9.5NW;hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution. Ruf.
(PC) Ingalls	L	6.8 NW;riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet. Use strips.
(PC) Jetmore	L	7.2S; hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW;hwyNW	3330	3	28-(S5)	F2	P-lines N, S, NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1954)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					KANSAS		
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE, SSW. Use strips.
Kanorado, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AF) KANSAS CITY, Fairfax	P	3 NE;riv N, E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5NNW;RR E	1606	4	27		Unattended
(PC) Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	1375	1	20		Cattle on fld. Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd; p-line S. Ruf.
La Cygne	L	0.7W;riv NW	825	2	29	(F1)	HAZARDOUS. N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A) Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S strip; soft when wet.
Lawrence	P	2.5NNE; hwy S	832	3	32-*L2-S5-U	F3	P-line W. Use strips.
(PC) Lenora	L	1.2NNW;crkNE	2260	2	24	(F1)	Ruf.
(PC) Liberal	P	2.5WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	L	1.5NW;RR S	1412	2	27-*L4		NE, NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC) MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F4	Use rnwy strip. Ditch SE end NW/SE rnwy. Ctn-Danger Area WNW arpt. NW end ext 1050'-sod.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd. Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	86-S1	F1	Windmill NE; dike W end E/W strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE strips soft when wet. E, NE, S, NW blkd; p-line SE, SW.
(PC) Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE, NNW
(PC) McPherson	P	1.5SW;hwy adj	1498	2	h23-L4-S5	F3	P-line N, E. Shoulders soft-wet.
Meade	L	1W;RR, hwy N	2528	2	26-B*L4		P-line N. Use strips. Caution when wet.
Medicine Lodge	L	2.1SE; RR S	1520	1	34		Caution-gopher holes. Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters. N, S blkd.
" Horner	L	2 NW	1265	2	26		Unattended
Moline, Elk County	L	2.3ENE;hwySW	1050	3	31		SW blkd. Cattle on fld.
(PC) Neodosha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	22-S5	F1	Caution - soft when wet.
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf. Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips. P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2694	3	26-BL4-S5	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	L	5 ESE; hwy W	1090	3	h17		P-line NW. Lgt acft only. Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N, S blkd. Use strips.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32		INACTIVE.
Osborne	L	0.8ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW. Soft when wet.
(PC) Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	Use N/S rnwy. Ruf.
" Conard	P	3.8 NNE;hwy W	946	2	28-S3	F2	N, W blkd.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd. Use strips. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
← Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Use strips.
(PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-W	F1	Use rnwys.
Plains	L	0.3NNE;hwy N	2755	3	30-*L4-(S1)	(F1)	P-lines NE, SE, S. Use strips.
(PC) Pratt	P	4.5N; hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie Prairie Oak	L	1 NNE;RRNW	1573	2	25-(S1)	(F1)	E blkd; p-lines N, W. Use strips.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E, W.
Rexford, Dible	L	0.5W;RR NW	2900	2	24	(F1)	N, W, blkd. P-line E. Ruf-obstns-dangerous.
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N, NE, E, SE, NW. Cattle-fld.
←(P) Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W	F2	SW blkd.
(PC) Sabetha	L	1.4E;RR NW	1290	2	22		Ruf. Use strips.
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P) SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW. Use strips, rnwy only.
Satanta	L	1.2N;RR SE	2970	2	26-(S1)	(F1)	Closed
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200' strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	P	2.7SSE;hwy S, W	940	1	17-S3	F2	
Seneca	L	0.5W;RR S	1180	1	23		P-lines N, S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd; p-line SSE.
← Stafford	P	2.5W;hwy N	1889	4	26-L3, 4-S5-U	F3	P-line N, NE. Lgts avail. sunset-0200. Use strips. Ruf.
Sublette	L	1NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F2	SW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	26-*L2-S5	F2	N, SW blkd. Ctn-N/S strip-dtich. Soft when wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4, 5, 6S5-W	F4	Bridge SE, SW end rnwy 22 rstd 15,000 lbs max.
Toronto	L	1.1NE;RR E	965	4	24		SW, W blkd; p-line NW. Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd; fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	36		
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd; p-line, rolling, ruf.
(PC) Washington	L	0.9E; hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instructions. 5300' strip avail
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5-U	F2	P-line N, SW. Use strips.
" Rawdon	P	5.7 E	1396	1	25-S1	F3	P-line S. Rgt tfc N, W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd. Ruf. Caution when wet.
(PC) Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S, SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.
		NEW AIRPORTS (or airports out of alphabetical order)					
← Oakley	P	2.3 mi E	3042	3	28	F2	Caution when wet. P-line N.
← Ness City Mun	L	0.5 mi N	2240	1	26	(F1)	Not attended.
					KENTUCKY		
Albany		6.0 W; hwy S	1020	1	22		Ctn when wet-New turf.
(PC) Ashland-Boyd County	P	7.5NW; RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr. prior req thru Huntington rdo.
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5SSE;hwy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0 SE;hwy, RRW	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W; Liberty	1080	1	35		
(P) COVINGTON, Greater Cincinnati		SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F3	Use rnwys.
(PC) Georgetown, Marshall	P	1.5 S; hwy E	910	1	18	(F2)	Unattended.
Gilbertsville, Ky. Dam. State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	18		Caution-slippery when wet.
Golden Pond, Ken Lake	L	4.4 W;lk W	388	1	22		Hills N, S, E. Caution when wet.
Harlan	L	5.3 NE; riv S	1230	1	21-S1	(F2)	E blkd. Mtns each side of strip. Unattended.
Harrodsburg, MaAfee	L	5.9 N; hwy W	861	1	22-S5	F1	E blkd; p-line W. Rolling.
(PC) Hazard	L	2.5 NNW;riv N, W	861	1	21	(F1)	S blkd. Mtn sur fld. Unattended.
Henderson	L	5.0 WSW	385	1	20		P-lines along hwy in N apch.
← Hopkinsville	P	1.0 E	510	1	18	F2	
(P) LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h50-BL4-S5-W	F4	
London	P	3 SSE; hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL2,4-S5	F4	WSW blkd; p-line S.
(NG) " STANDIFORD	P	4.3 SSE;RR NE, W	497	3	h50-BL4,6,7-S3-W	F4	2-way rdo rqrd. FEE.
Madisonville	L	6.0 ENE;RR S	420	2	h25-(S3)	(F1)	
" Athey	P	1.0 NE;hwy S W	500	1	24-S3	F1	
(PC) Mayfield-Graves Co.	L	3.6 ENE;hwy S	580	1	h33		Unattended.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E. Levee W. Use rnwys.
Midway-Green Meadows	L	3.0 SE;hwy N	900	1	22		Rolling.
← Milford		0.5 SE; riv S, W					ABANDONED.
Monterey, Karsner	L	2.0 SE;hwy W	540	1	20-S1	F1	NNW, SSE blkd.
Morehead	L	8.0 WSW;RR N	610	1	20		300' SW end ruf. Unattended.
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	18-(S3)	(F1)	Caution-mtns sur fld.
Russell Springs		1.0 S hwy E	1080	1	20		Unattended.
Shelbyville, Shelby	L	2.9 E;hwy S	850	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S; hwy W	927	1	30-S5	F1	
Springfield	L	4.0 ESE;hwy N	810	1	19		P-lines along hwy in N apch.
← Stanton	L	1.0 E	650	1	31-S1	F1	
(PC) Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point	P	1.3 ENE;RR W	420	1	20-S5	F1	Hills to SW.
		NEW AIRPORTS (or airports out of alphabetical order)					

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Abbeville	L	3.0 E;hwy S	16	2	20-S3	91	
→ Alexandria		2.4 NW;hwy N					Perm Closed
" McArthur Drive	P	2WSW;hwy E	87	1	26-S5	F1	
(PC)Bastrop,Morehouse Mem'l	P	2.5SE;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE; RR SW	35	1	41		NW blkd. Cattle on fld.
" Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; riv3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2.0 N; RR E	113	2	32-BL4-S5	F3	P-line E.
Bunkie, Haas	L	3.0 W	58	1	24		
Cameron	L	0.5 W;NW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4.0 W; hwy N	30	1	18		
" K.P.	L	2.0 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley,LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd. Soft spots when wet. Land from and take-off to S.
Elton, Doise	L	1.5 SW;hwy, RRN	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W, NW.
→ Franklinton, Green		12.0 SSW; rd E					Perm Closed
Gilliam	L	1.0 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE; rd N	5	2	18		ENE, ESE, WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE; rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L-S5	F1	
Hayneaville	L	0.9 N; hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
→ Howard, Kelly		1.2 NW;hwy W					Perm Closed
→ Jackson, Holloway		5.0 SSW;hwy 2 S					Perm Closed
" Howell	L	2.5 ENE; rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE; RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	L	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
" Bois De Lafayette	L	2.5 S; hwy E	39	3	20		P-lines N, S.
" Girard	P	2.0 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
→ Lake Arthur		0.5 ESE; hwy S					Perm Closed
"Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4.0 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.3 E; river E	110	1	18-S3	F1	
(PC)" Byerley	L	1.8 NW; lk S	106	2	35	(F3)	
Logansport, Averett	L	4.2 NNW; rd E	300	2	20		S blkd; p-line SSE.
Longville	L	0.5 SE; RR W	80	1	27		
(PC)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8SSW;hwyNNW	324	1	23		Use with caution.
(PC) Marksville	L	2.2 S; RR E	78	1	27		
Minden-Minden-Webster	P	1.0 NW	250	1	h35		
Monroe, Mid-South Duster	L	6.8 S; hwy W	80	1	23		P-line W. Use strip.
(P)" SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5	F4	Use rnwys.
→ Morgan City, Brown & Root		6.0 SE;hwy NE					Perm Closed
Morganza-Pte Coupee	L	0.1 S; RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F2	
(PC)New Iberia, Iberia Parish	P	5.0 NW; hwy NE	23	2	h40-S5	F3	Use rnwy.
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No ngt operns 5-23, 9-27.
(P)" MOISANT INT'N'L	P	11.0 WNW;riv S	3	4	h70-BL4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Mem'l	P	20WNW;bayouNW	9	3	45-S5	F3	NE, W blkd.
(PC)Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1.0 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
" Hains	L	4.0 SSW; rd E	20	1	26		P-line N.
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
" Garland	L	7.6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW; rd N	156	1	21		P-line N.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5	F4	
St. Joseph, Castle	L	2.0 N; hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6.5 S W; RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8.0 S; RR E	170	1	31-S5	F1	S end soft when wet.
Slidell, Pravata	L	1.5 NW;hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle-fld.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	32-*L4-S3	F3	Bcn prior req.

- h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.6WNW;hwy S	40	1	16		
→ Vinton, Breaux		1 NNW;RR S					Perm Closed
(PC)Welsh	P	0.5 NW;RR S	19	2	31-*L4-S5	91	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3.0 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution, Unattended, No storage.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;riv1 N	292	3	h44-BL4-S5-U	F3	WNW blkd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30,3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE,NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6WNW;riv W	120	1	14		Overhead cable W-dangerous. Ruf, Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	L	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S; riv W	290	1	14		
Eastport	L	1.5WNW;hwyNE	67	2	h28		No storage. Unsafe-holes, ruf high bushes. NW blkd; p-lines NE,SE,SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1.0SW;RR,hwyW	470	2	18-S5	F1	NNW blkd.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwyN,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC)Greenville	P	2.0ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters. Repairs avail. on request.
(P)HOULTON	P	2.5 E; RR E	493	3	h58-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 5-23 clsd winters wheel-equipped acft.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Lewiston, College Road	L	2.2NNE;riv1 W	210	1	16		SW blkd. Ruf,soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD; Soft when wet.
(P)Millinocket	L	1.0 SE	408	2	h50-BL4-W		Unattended. Use rnwys.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W. P-line W.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	N,S blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE,W	270	2	h40		Use rnwys.
Norway	L	1.0 N; RR S	387	1	15-S1	F2	Soft when wet. Use strip.
(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F3	Ctn-edges of rnwys ruf. Use rnwys.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Peru, Linnell's	L	08NW;RR,riv,NE	410	1	20		
→ Phillips,Pleasant Valley Farms	L	2.9 NNW;riv N	670	1	41		
(PC)Pittsfield	L	0.8SSE;riv N,S	190	2	h40		SSE blkd. Skis winter.
(P)PORTLAND	P	2.0 W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4		
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Lgts unreliable.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD).
Skowhegan	L	1.0 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Stonington	L	1.2NNW;hwySW	20	1	16		Ctn-debris,boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	Fld surrounded by trees. W blkd.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		INACTIVE. Ruf, rolling.
(PC)WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5	F1	WSW blkd. Use rnwy 14-32 with caution.
Winterport, Fernald	L	3.0WNW;RR E	181	2	h40		Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW;riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E;riv S	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INT'L	P	9 S;RR W	146	3	h94-BL4,6,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE;riv SW	14	2	h44-BL3, 4, 5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0800 Use paved areas.
" Martin	L	10 E;plant W	18	4	h71-*L3		No public services.
" Rutherford	P	8 WNW;rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW;RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW;bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.6 ENE;bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E;hwy S	400	3	21	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW;hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, ctc Washington rdo.
College Park	P	0.4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd.
(PC)Crisfield	L	3 NNE;RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S;riv N, S	780	3	h58-BL4-S1-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S;riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.
(PC)EASTON	P	2.2N;RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE;RR NW	140	3	21-S3	F1	Clsd to heavy acft when wet. Rolling.
(PC)Frederick	P	1.8E;riv N, E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs, NE/SW rnwy 15,000 lbs.
(P)HAGERSTOWN	P	4.2N;factory SE	704	2	h44-BL2,4-S3-W	F4	Use rnwys. Weekends lgts avail sunset-2200.
Hollywood, Half Pone Point	L	3.5 E;riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Laytonsville, Davis	P	2.3N;hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8WNW;twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.
→ Rockville, Congressional	P	2 SSE;hwy E	400	2	33		NE blkd. Rolling. CLSD TO TRANSIENT ACFT.
Salisbury, Delmarva	P	2.8 NE;RR S, W	45	1	20-S5-U	F1	
(P) " -WICOMICO COUNTY	P	5.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8SSW;hwy SW	10	1	20		SSW blkd. E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
Westminster	P	2.6N;hwy E	780	2	25-S3	F3	Rolling. P-line E.
NEW AIRPORTS (or airports out of alphabetical order)							
MASSACHUSETTS							
Adams	L	1.3SSE;RR W	1400	1	18		CLOSED
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F2	Hi-tension line SE; p-line E. Ruf.
Barre, Hiller	P	4.7SSW;riv NW	599	1	40-L4-S3-U	F3	
Berkley, Myricks	L	3 E;RR SW	65	2	20		S blkd. Ruf.
→ (AF)BOSTON-Bedford(Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd. No storage.
" Beverly	P	17.5 NNE	108	3	h50-*L4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL,6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
" Revere	P	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S;hwy E	80	1	h18		CLOSED. P-line N.
(PC)Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
Edgartown	P	2 S;bay E	20	4	33-S1	F1	P-line NE, SE.
(PC)Fall River	P	4.3NNE;RR N, W	192	2	h39-BL4-S5	F3	
Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
FITCHBURG	P	2.5 SE;riv S, SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC)Gardner	P	2 SW;hwy N	946	2	22-S5	F1	
Great Barrington	P	2 W	726	3	27-S5-U	F3	ENE blkd; p-line SW.
Hanover, Clark	P	2.6 WSW;riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW. Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
(PC)HYANNIS, Barnstable	P	0.9 N;RR E	56	3	h41-B*L4-S5-U	F4	
(PC)LAWRENCE	P	2.5 ENE;riv W	165	3	h40-BL4-S5-U-W	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
→ Mansfield	L	2 SSE; RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E;riv SE	9	1	23-S1-U	F1	
Marston Mills, Cape Cod	L	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC)MARTHA'S VINEYARD	P	4.3 S; hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
(P)NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi. 2-flash, hi-int apch lgts avail rnwy 24 during drizzle.
(PC)NEW BEDFORD	P	2.5 NNW;RR S	79	2	h50-BL2,4,5,6-S5-W	F4	
Newburyport, Plum Island	P	1 ESE;riv N	11	2	28-B-S5	F1	P-line NW. W blkd.
(PC)North Adams, Harriman	P	3 W;riv N	651	1	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE;lk NW	200	2	20-*L1-S5	F1	P-line SE. Ruf.
MASSACHUSETTS							
Northampton, Atwood	P	1.2 SSE;riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
" LaFleur	P	1.2 ENE;RR W	120	2	23-S5	F2	
(PC)Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC)ORANGE	P	1.5 SE;hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
Palmer, Metropolitan	P	4.8N;RR E, SE	410	3	22-*L1-S5-U	F3	Hill NNW. Rolling.
(PC)PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW;hwy N	149	3	28-S1	F1	Use strips only
(PC)Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N;hwy E	700	2	26-S5	F1	
→ Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE;riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE;riv E	90	1	18-S5	F2	Hwy tfc SSW apch. P-line S.
(PC)Turners Falls	P	1.8 ESE;riv NW	365	3	31-*L1	F1	SSW blkd.
→ Wareham, Country Club		1.3 E;riv S					ABANDONED.
Westboro	P	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG)WESTFIELD, Barnes	P	3.5NNE;hwy W	270	3	h70-BL4, 6-S5-W	F4	
Williamstown, Fair View Farm	L	4 SW;hwy E	984	1	16		
(P)WORCESTER	P	3.5 W;hwy N	1009	3	h55-BL5, 6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC)Adrian-City	P	3SW;RR N	800	2	34-*L4-S5-U		WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC)Alma	P	1.3 NE;riv S, E	750	2	h25-BL4-S5-U	F2	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW;hwy E	860	2	22-*L4-S5-U	F1	
(NG)Alpena, Collins	P	6.5 W; riv adj	689	3	h80-BL4-S3	F2	Bcn opers October-May
Ann Arbor	P	4 S;RR E	835	3	32-BL2-S5	F4	Soft when wet.
" Washtenaw	P	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S, E	915	1	24		S blkd.
Atlanta	L	0.8 ESE;hwy N	875	3	22		Use strips. Ruf.
Au Gres	L	0.9 NNW: RR S	590	2	20		NW blkd. P-lines NE, SE, SW. Soft-wet. Use strips.
(PC)Bad Axe, Huron Co. Mem'l.	L	1.2 SSE;RR W	763	3	25-L4	F1	
Baldwin	L	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Baraga	L	4 NW;hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N, S, W blkd. Ruf. Ctn-trees on strips.
Barryton	L	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG)BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC)Bay City, Clements	P	3.5 S;riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW;RR W	728	2	16		
Belding	L	2.1 W;hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE;RR W, S	614	3	26	F1	NW, SE blkd. p-line E. Ctn-sand blows N end.
(PC)Benton Harbor, Ross	P	1.5 NNE;hwy S	642	4	h37-BL4-S5-U	F3	Embank. all apchs. Use rnwys.
Big Beaver	P	0.8 E;hwy W	650	2	24	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW;RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-S1	F3	N, NE, S blkd. FEE.
Blaney Park	P	0.5 NW;lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	22-S1	F1	Twr SW. Use strips. Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brevort	L	1 NW;hwy S	740	1	23		W blkd. Rolling. Use strip
→ Brighton, Byne	L	3 N;hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip. Knoll N, NE.
(P)Cadillac	P	2.5 NW;hwy E	1305	4	h37-BL2, 4-S5-W	F1	
→ Caro	L	2.8 SW;riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE;RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan	L	0.5 ENE;riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-L4-S1	F2	W blkd; P-line E, S. Lgts to 0400.
Clare	P	1 NE;riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	39-L4-S3	F2	
Croswell-City	L	1 W;riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE;lk E	1390	3	30-(S1)	(F1)	P-lines SW, WSW.
→ Beckerville, Nauman	L	1.5 S;hwy E	800	1	24	F2	E blkd.
(PC)DETROIT-CITY	P	5.5 NE	626	4	h46-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. Code bcn. ARPT OF ENTRY
" WAYNE MAJOR	P	16.9WSW City Hall	639	4	h79-BL4, 6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW;riv 1 S	716	6	h73-BL2, 3, 4, 6, 7-S5-W	F4	FEE. 2-way rdo rqrd.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31-S5	F3	S, SW blkd. P-line NE. Minor eng rprs only.
Drummond-Island	L	0.5 S;bay 1 N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd.P-lines N.E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd.NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S,400' W end E/W Strip soft-wet.Use strips
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Fenton, Dewner	L	1.5 N;hwy W	890	2	26		INACTIVE. E, S, W blkd.Ctn-loose sand.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE.Rgt tfc W, SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE.Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	900	3	23-S5-U	F2	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use rnwy strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h57-BL2,4,6-S1-W	F4	NE, E, SE, SW, W blkd. Ant. NW.
Grant	L	1.8 ENE; RR E	820	3	27-(S1)	(F1)	SE blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	P	1.4 S;lk W	626	aw	34-S3	F1	S blkd; p-line N. Not maintd winters.
Hammond Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE, SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3NNW;hwy E	1100	3	33		INACTIVE. E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W.300' overrun ext N.Use strips.
Hilladale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	612	3	27-*L4-S1	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd.Use NNE/SSW Strip-emerg. No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts,Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N; pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E, W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ithaca, Johnson's	L	1 ENE; RR S	750	1	23		Use strip. Soft when wet.
→(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27,18-36 rstd 12,500 lbs. gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Anten. NW.
→(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N, E, W blkd. Ruf.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW.Ctn-oil derricks.
L'Anse, Muzzy's Lodge	L	2.3 SSE;RR E	966	3	23		P-line NE, SE. Soft. Skis-wint. Lgt acft only.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd.P-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW; RR S	859	3	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 rstd DC3 acft and smaller.
← Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36		P-line N. Use strips.
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd.P-line W.Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE, E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE, ESE,WSW, W, WNW blkd; p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd.P-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE; twr SW. Use strips. No snow removal.
← Luzerne, Lost Creek Ranch	L	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/W Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE, Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd.Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE, SE, NW blkd. Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
Marquette-County	L	8.0 W;hwy S	1415	2	27		Not maintained winters-clsd to wheel acft.
(AF) " SAWYER	P	14 S;RR W	1181	1	h73-BL4-S3-U-W	F3	Use rnwy.
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft, Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only.Unlgtd antenna S.No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N.Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S5-U	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Montague, Ottiger	L	3 N	700	3	28	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
→(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
Napoleon, Maule	P	0.8NW;bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2NW;rd S	600	2	18		N, S, NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
New Hudson, Knapp	L	0.5 SW; RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2S;lk SE	588	2	29-L1-S1	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE; bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2 SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
(PC)Owosso-City	P	2 E; riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
→(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Petersburg, Ensign	L	1.8 ESE;RR 1W	680	2	26	(F1)	E, S blkd. Ctn-sand-erosions.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW, E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	25-*L-S5	F3	NW blkd; p-lines NE.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL2,3,4-S5-U-W	F4	UNICOM opers 0700-2200:other hrs on req. 3000' strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N, Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N; riv N	1150	3	25-S1	F1	N, SW blkd. Use strips.
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rapid River, Del's	L	0.3 N; riv E	590	1	15		
Reed City, Miller	P	0.5 N	1040	1	25-U	F2	Unicom 0800-1700
Rexton	L	1.9 WSW;RR N	850	2	22		N, E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
Romeo	P	2 E; lk E	730	2	33-S3	F1	S blkd; p-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	680	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RRS, N	601	3	33-B-S3	F3	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf. Ctn-hole at strips, intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S3	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
← Sandusky, Williams	L	5.5 S;hwy E	780	2	18		Fuel on req.
Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W rnwy only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	690	2	18		Center of E/W Strip low.Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	683	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE; RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
→(PC)Sturgis, Kirsch	P	1 NW;RR W	924	3	h36-L-S5	F3	P-lines E, S.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE, SE, SW blkd; p-line NW
Thompsonville	L	1.5 W;riv E	850	2	25		N Blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.6 WNW	625	2	23-S3	F1	N, W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED.
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch	L	0.7ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5ENE;riv NE	950	3	34		W blkd. E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
← Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv1 NE	738	4	23-*L4	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7ENE;Riv W	1204	1	24		Use strip.
(PC)Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F1	
(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F4	P-line NE.
Anoka	P	1.2 SE; riv 1SW	896	3	38	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F3	NE/SW strip soft.
← Backus	L	0.6 NE; hwy E	1335	1	26-S1	F1	
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F1	AIRPORT OF ENTRY.
←(P)BEMIDJI	P	3.8NW; hwy S	1395	5	h57-BL4-S3-W	F4	
" Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F1	NE, NW blkd. Use strips.
(PC)Big Falls	L	2.5NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N; lk E	1346	1	25		
(PC)Blue Earth	L	3 S; RR E	1102	3	23		
(PC)BRAINERD	P	3.5 NE;hwy S	1256	3	h41-B*L4-S5-W	F3	Beacon oper. prior req.
Cloquet	L	2.5 WSW	1278	3	32	(F1)	
Cook	L	2 S; RR 1 E	1330	2	23		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30	F1	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F1	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF, NG)DULUTH	P	6.5NNW;hwy 18	1430	3	h80-BL4,7-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
Erskine	L	2 ENE; lk S	1241	2	25		ENE blkd. Use strips.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L-S5-U	F3	3000' strip avail.
(PC)Fairbault	L	3 NW; lk 1 W	1052	2	h21-(S5)	(F2)	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
Fosston	L	1.5NW;RR SW	1270	2	23	(F1)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24	(F1)	Use strips.
Graceville	L	0.8 WNW	1110	1	18	P	P-line S. Rolling.
(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F1	Attended summers.
(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	32-L4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	4	30-B-S1-U	F2	Closed Nov - April.
Greenbush	L	1.1 SSW;hwy NW	1070	2	26	(F1)	
Hallock	L	1.2NNE;riv W	800	2	20	(F1)	Rolling.
(PC)Hector	P	0.7 S	1062	2	25-S5	F1	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
← Howard Lake, Frank		2 SW					ABANDONED
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
← Isle	L	0.5 N	1271	1	23		
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Karlstad	L	1.1 W	1025	1	26-S1	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
← Lake Bronson	P	0.5 NE	960	3	26	F1	P-lines S, W, NW.
LeSueur	L	1.5 S; riv W	850	2	24		Rolling.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.8ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv1 E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S, E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	L	0.8 N; hwy W	1227	2	23		Use strips.
Melrose-Riverside	L	1.2NW;rnya,rivN	1215	1	34	(F1)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.6SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF, N)" ST. PAUL INTN'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 17-35 perm. clsd.
Montevideo	L	2.2NNE;hwy W	1036	2	25	(F1)	Use strips.
Monticello	P	1.3NNE;riv SSW	940	2	36-S5	F1	P-line S. Use strip.
(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25	(F1)	
(PC)Mora	L	1.2NE; lk N	1012	2	25		NW/SE strip ruf. P-lines SE.
Morris	L	3 SW	1134	4	31-S1	F1	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	36-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Ortonville	L	1 ESE; hwy S	1095	2	24		
Oslo, Hoff	L	2.8 NE; riv W	800	2	20	(F1)	Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	L	1.8 NW; hwy NW	1370	2	25		Rolling.
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
Pine River	L	1 WNW;RR NE	1313	2	20	(F1)	
(PC)Pipestone	P	1 SE; RR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300.
Plummer	P	3.5 SSE;RR E	1120	1	22	F1	
Princeton Mun	L	1 W;hwy NRR E	983	1	23-L4-W	F1	
Red Lake Falls	L	3.5 NE; hwy W	1056	1	20		
Red Wing	P	2.5 NE;hwy N	770	2	21-S3	F1	P-line N Ruf. Rolling. No. storage. Maj engine repairs only.
(P)Redwood Falls	P	1.8NE;riv 15 NE	1022	2	22-B-S3-W	F2	22-B-S1-W
←(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	3	h45-BL2,3,4-S5	F4	P-lines N, NE, SW. Rnwy 17 clsd ngts.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERGENCY ONLY). Very ruf.
Roseau	L	1.6NW; riv E	1040	3	35		P-lines N, W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F1	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
St. James	L	2.3 E; hwy S	1068	1	27		Ctn-wet.
St. Paul Lake Elmo	P	10.2 ENE; lk W	925	2	h23-*L4-S3	F2	
St. Peter	L	2.4NNW;riv1 E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F1	
Silver Lake	P	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	25		
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9S W;hwy N	1073	2	22-S3	F1	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	F2	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F1	P-line NW, SE. Use strips.
Staples	L	1.5NNW;RR SSW	1298	3	22		Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F1	Lgts prior req after 2400.
Tofte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	1	26-S3	F1	P-line N. Use strips.
Tyler	L	1.4NW;RR SW	1742	3	21	(F1)	P-line SW.
(PC)Wadena	P	1 E; RR NW	1330	4	32-S3	(F1)	P-line S, SE, NW.
Walker	L	5 NW; lk E	1364	1	26		
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F1)	
← Wheaton	L	3 SW; crk N	1022	2	20-S1	F1	Use strips.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F1	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F3	
(PC) Worthington	P	1.6N;lk 1.5SSW	1572	4	31-S5	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
← Barnesville	L	In City Limits	1018	1	25		
← Benson	L	2.0 NW	1038	1	26		No Storage.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW; hwy E	239	3	30-(S1)	(F1)	W, NW, blkd; p-line N, Ruf, Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW; hwy 6	115	2	19-S5	91	P-line SE, Soft when wet.
Bay St. Louis-Hancock Co.	L	2 W; hwy S	10	1	22		Ctn when wet. Use at own risk.
Baldwyn	L	0.5 E; rd S	380	2	14-(S1)		Soft-wet, E/W strip ruf, Cattle on fld.
Belzoni, Turner	L	2 SW; hwy E	110	1	36	(F1)	SSW blkd, Soft when wet.
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unattended winters.
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
Biloxi, Rogers	P	4 NNE	646	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE		1	30-S1		Soft when wet.
(PC)CLARKSDALE, Fletcher	P	6 NNE; hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26		
Columbus, Lowndes County	P	3.2 SE; hwy W	186	1	40-BL4-S1	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
Crosby Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd, Ruf.
Egypt, Ball	L	1.8 S; hwy E	300	1	26-(S1)	(F1)	
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No storage, Soft-wet.
" Cypress	P	2.4SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	L	4.3 E;hwy S	118	1	41		Irregularly attended. No service to public.
(P)GREENWOOD MUNICIPAL	P	2.3 SW; RR E	129	3	h40-BL4-S3-W	F3	P-lines E, SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N; RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
(PC)Hazlehurst-Copiah County	L	1.8 E; hwy N	460	1	24		
" Kaywood Plantation	L	8.2SW; rd E,N	485	1	25		Ruf, Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd, Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20, 16-34R clsd to hvy acft. Use rnwys.
Kosciusko	L	1 WSW; RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
Leland, Checker	L	3.6 SSW;hwy E	118	1	16		Irregularly attended. P-lines N.
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft when wet.
" Tate	L	1 NNE; hwy E	119	2	13		Ditches across E/W strip unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE; rd W	200	2	19		P-line SE. Cattle on fld, Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W, Rolling.
Lyman, Woodome	L	3.5 WNW	110	1	20		
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5E; RR,hwy S	425	1	20		INACTIVE
(P)McComb-Pike County,8C, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rft tfc SW.
(NC)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
Merigold	P	0.8 N; hwy W	142	1	16-S3	F1	Soft-wet.
Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1ENE;RR S	272	3	h50-BL4-S5-U	F3	
Newton, O'Keefe	L	1.5ESE; rd N	363	2	22		INACTIVE
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S; hwy adj	300	2	30		Use ctn. SE, NW blkd, Ruf, Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR1N	16	3	h45-BL4	F1	Cattle on fld.
Perthshire	L	0.4 S; hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwyE	75	1	22		P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	5	23-(S5)	(F1)	W, NNW blkd; p-line N, NE, E, S. Cattle on fld.
➤(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Ripley	L	1.8 W; hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
(AF)Starkville	L	2.5 SW; RR NW	325				Caution
Starkville, Oktibbeha	P	8 ENE; hwy E	250	3	30-S3	F1	
Tunica, Mocarter	L	7.5NNE;hwy W	210	1	19		INACTIVE.
(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use rnwys.
Tutwiler, Strange	L	0.7SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
(PC)Union	L	1.6NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE, NW, SW.
Winona	L	1 SSE; RR W	370	1	27		Very ruf.
Winterville	P	0.5 W; hwy W	122	2	24-S3	F1	E blkd. Soft when wet.
(PC)YazooCity, Barrier	P	2 N; RR E	110	2	32-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
➤ Indianola		1.5 mi NW		1	24	F2	Hours of attendance unknown.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet, Rgt tfc pat.
Bismarck-Memorial	L	1 SE; RR N	1036	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable when wet.
Bowling Green	L	2.3NNW;hwy E	882	2	22	F1	S blkd. Use strips.
Branson, Golf Ranch	L	3.0 E	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
➤ Brookfield, Browne's		2 WSW;RR 1N					ABANDONED.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
Buffalo	L	0.6NE;hwy W	1120	1	19		Use strip.
Butler	P	2 N; RR W	870	1	28-W	F1	
(PC)Cabool-Memorial	L	0.8NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE; RR N	780	3	h25-BL2-S5	F3	4000' strip avail, 15' hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Use rnwys.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips.
DeSoto, Cole	L	8 S; lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd, P-line E. Rgt tfc NE/SW strip.
Elmo	L	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle on fld. Use strips.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Farmington	P	1 ESE;hwy N, E	920	3	32-BL4-S5-W	F3	Rgt tfc N,E, SE. P-line E, N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE. Use strips.
➤ Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
➤ Gorin, Wiley's	L	3WNW;channelW	640	2	14-33	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N, Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Harrisonville, Mid West	L	3.4 S; hwy W	900	1	18	(F1)	Use strip.
Hayti,	L	1.5 SE; rd N	270	1	26	(F2)	N blkd, Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-Memorial	P	1.3NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail.
➤(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,6-S5-U-W	F4	Use rnwys.
Kahoka, Montgomery	P	0.4ENE;RR S	700	2	20-S1	F1	P-lines NNW and SSE. Use strips.
(P)KANSAS CITY	P	5NNW;riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F2	N, NE, NW, E blkd. Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirbyville, Big Bass Lodge	P	3 ESE	913	2	26	F1	
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
➤ Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F1	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S strip ruf. N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip E end of fld clsd. W blkd. 2600' strip avail.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	852	2	h25-*L4-S3-U	F4	N, W blkd. 3550' strip avail. E/W strip soft when wet.
(PC)Osage Beach, Linn-Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	Attended week-ends only.
Owensville, Depperman	L	0.7NNW;hwyS,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR,hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
➤ Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h30-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	P	4.3 E; hwy S	330	1	h40-BL4-S3	86	Use rnwys.

h-paved rnwys. R-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					MISSOURI		
→ Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	16		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
→ St. Charles	P	4.7 N;hwy 1,9 ESE	470	3	30	81	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW W	822	3	h60-BL2,5,5S5-	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,5,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
" Southwest	P	12.5SW;hwy S	450	3	25-S5	F1	Rgt tfc W, S, SW. Use strip 2900' E/W strip avail.
(N) " Smartt	L	22NNW;hwy S	438	8	h20-S1	F1	Clsd transient acft. Tests conducted.
" Starling Arpk	L	14 SSW;riv N	420	2	23	F1	P-line E edge. Trees W, SE.
" Suburban	P	16 NE	442	2	32-S5	F3	P-line S.
" Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	3	h16-BL4-S5-U	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5-U	F1	W blkd. Use gravel strip-wet. Rgt tfc E, N.
→ Sedalia	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips.
(PC)Sedalia Memorial	P	2.3 E; hwy S	908	2	h20-B	F2	Use rnwy only. Turf soft.
(PC)Seymour, Owen	P	3NE;OrchardSE	1500	2	29-S3	F2	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N.	846	2	21		Unattended.
(P)SPRINGFIELD	P	5.5WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
→ Stanberry, Enyart		1.2NNE; hwy W					ABANDONED.
Stanton, Meramec Cavern	L	0.5 SW; hwy E	8753	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5WNW;payouN	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E; RR W	920	1	h20-•L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips. Usable width 100'
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, rolling.
Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
		NEW AIRPORTS (or airports out of alphabetical order)					
→ Grain Valley		W city limits	800	2	h24-S5	F1	Open days.
					MONTANA		
Augusta	L	2.8SSE;hwy W	4118	4	30		P-line W
(PC)Baker	L	1.3 SE;lk N	2990	3	37-S1	F1	N blkd;p-line S, W, NW. Dams ESE Soft when wet.
Basin Creek USFS	L	24 NE;Seeley lk in crk bend.	5000	1	21		CLOSED. Rolling.
→ Big Prairie USFS	L	25NNE Seeley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
Big Timber, 13-A, HLN-MPS	P	2.5SSW;hwy N	4403	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h86-BL3,4,6-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S, W	3500	4	29		NE, NNE blkd. Cattle on fld.
Black Bear USFS	L	39NNE Seeley Lk;riv adjE, S	4200	1	22		CLOSED
→(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL 4-S5-W	F4	
Brady, Woods	P	23.5E, rd S, E, W	3350	4	24-S5	F1	
Bridger	L	0.3W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N, E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W. Rgt tfc E. Ruf.
Condon USFS	L	19 E Ronan; riv SW	3690	1	27		
(PC) Conrad	P	1.2W;rds N, S	3537	2	30-S1	F1	Caution when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					MONTANA		
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld. P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv 1E	3900	2	h86-BL4-S5-W	F3	ARPT OF ENTRY
(PC) Deer Lodge	L	1.5W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	28-S3	F1	
→ Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	45-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1, 5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy E, S	4985	1	36-S1	F1	Ruf.
→ Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
→ Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet. Fuel on req.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
→ Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
Frazer	L	0.7NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2WNW;hwy N	5300	1	36-S1	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8W Choteau	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3871	4	h77-BL4, 6-S5	F4	ARPT OF ENTRY
Gregson, Rainbow Skyport	L	1 N;RR E	5030	2	40		INACTIVE. ENE, WSW, NW blkd. Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	
→ Harlem	L	2.3 NNE;rd E	2560	3	h25		Cattle-fld. Ctn-SW cor NNW/SSE strip. P-line S.
(PC) Harlowton	P	1.5NW;rd S, W	4214	3	29-BL2-S1	F3	4000' strip avail.
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
HELENA	P	1.9ENE;hwy S	3662	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs single wheels. Rnwy 11-29 rstd 70,000 lbs dual wheels. Rgt tfc W, SW, NW,
→ " Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
→ Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hingsdale	L	0.8 SSE; RR N	2180	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E; hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
Meadow Creek USFS	L	21-ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, rd N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	3	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Richey	L	0.5 E; RR N	2490	1	14	(F1)	Ctn-gopher holes. Ruf. P-line W.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
→ St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	26		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1.8;RR SW	2762	1	34-L4-W		Code bcn.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
→ Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1.1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE, RR N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
→ Townsend	L	2.2 ENE;hwy S	3900	2	42-B*L4	F1	P-line S. Use rnwys. Ditches, vegetation.
→ Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes. Experienced pilots only.
→ Turner	L	0.5 NNE	3040	2	28-S3	F1	
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0.6 S;lk S, W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos.
" Watkins Creek Ranch	L	13.8NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6.7 SW; RR N	4674	1	59-BL2-W		
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		W blkd;p-lines E, SW. Ruf.
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		W end E/W strip ruf. P-line E.
(PC)WOLF POINT	P	3 E;hwy N, E	1980	1	48-BL4-S5-W	F1	P-line NW.
" Anderson	P	0.8 NW; RR S	2040	1	25-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4.0 NW	1807	1	12-*L1,4-S3	F1	DANGER-SHORT FLD: E blkd. Use strip.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5	87	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd. Soft-wet. Use strips.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Auburn	P	2.7 E; riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora , Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1318	4	h38-BL4-S5-U	F1	E, NE blkd. Use conc rnwy wint. Lgt ac ft use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
Benkelman	L	1.2NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	L	3.0NNW;hwy W	1079	2	27-B*L4-(S5)	(F1)	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	P	3.0 NW; RR S	3693	3	29	F2	Clsd October thru April.
Broken Bow	P	2.0 N	2530	3	30	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W; hwy S	3312	2	44-BL4-S5-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE; RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;damNE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1488	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC)Curtis	L	2.0 ENE;crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
Enders-Dam	L	1.0 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
(PC)Fairbury	P	3.0 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S, SW, W, NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips. Maint - not to be used.
→(P)GRAND ISLAND	P	3.6 NE;RR 1 W	1848	3	h72-BL4,6-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not ↑
" Roush	L	2.0 SE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
Grant, Pankonin	L	0.5 WNW	3400	2	25-*L		S blkd; p-lines N. Use strips.
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Harlington	P	1.8SE;RR;hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1817	3	h77-B		
(PC)Hastings	P	2.3 NW;RR 1 S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3831	1	28-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0E NE;RR S	2310	3	34-BL4-S5	F1	P-line SE. Use strips.
Hordville, Bankson	L	1.5 W	1900	1	17		
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
← Kimball	P	3.0 S;hwy E	4900	3	29-B-S1	F1	P-line N, NE. Use strips.
(P)Lexington	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5U-W	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6WNW;RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip available
(PC)" State	L	8.5 NNW	2784	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1.0 W; RR adj.	3220	2	h19-(S1)		Use runway.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	22-S3	F1	Cattle on field
(PC)Neligh	L	1.5 SSW;hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3.0 S SW;RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P)N. PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h66-BL4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.2 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs. Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1248	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
" N. Omaha	P	8.0NNW;hwy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	8.5 SSW;RR S	1054	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Oshkosh, Buck	L	0.4 SW;hwy N	3400	1	27		E, SE blkd, Soft-wet
Papillion, S. Omaha	See Omaha, South Omaha Arpt.						
Paxton, Lierley	L	4.6 SSW	3320	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.8NW;RR,hwy S	4387	1	22		(EMERG ONLY). Ruf. Use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5SE;hwy adj SW					ABANDONED.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan County Dam	L	2.0WSW;riv 1 S	1960	1	30		N blkd. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED.
← Scotia	L	1.6 W; riv E	1930	2	22-S3	(F1)	N blkd. Unattended.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR 1NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P)Sidney, 50D, SLC -OMA	P	3.0 S; hwy N	4300	3	h28-BL4-S5	F3	Soft-wet. 4800' strip avail.
Stapleton, Broslus	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	L	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE;riv E	1035	1	26		N end low, S blkd. Use strip.
Tilden	L	3.2 WNW;RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC)Trenton	P	1.2 NW;RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village	L	1.2 S					(ABANDONED).
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Valley	L	1.4 WNW	1145	1	22-(S1)	(F1)	
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW, blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mori's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC)Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1455	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1.0 E;hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
NEVADA							
Alamo, Pahranagat	L	0.7 W	3719	2	26		Ctn - not maintained
(PC)Austin	L	7WSW;hwy SE	5728	2	h60		
Baker	L	2.3 SSE;hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W	F2	
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3710	1	55-BL2		Unattended
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Not maintained
Carlin	L	1.8 NE;hwy S	4950	2	19		Ctn - winters
Carson City	P	3.1 NE;hwy 15SE	4751	3	51-S1	F1	WNW blkd;mtns NNE, ENE, Use strips. Cattle on fld. Avoid easterly 1100' WNW ESE strip.
➸ Coaldale	L	0.6 WNW;lk W	4575	2	29		Ruf. Loose rock. Not maintd.
➸ Duckwater	L	3.5 NNW;hwy W	5600	1	35		Emerg. only
➸(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(P)Fallon	P	2.5 NE	3962	2	h50-BL4-S1	F2	
(PC)Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Gabbs	L	4 NW;hwy NE	4698	2	60		Ctn-not maintained, hazardous
Gerlach	L	0.3 N;hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5E Moapa;hwyS	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW;hwySW	4255	3	67-S1-W	F2	
➸ Jean	L	1 SSW;hwy W	2832	1	45		Emerg only
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h85-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5WSW;hwy NS	2650	2	50		
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwy W	3908	2	h55-BL4-S1-W		
Lund	L	0.5NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf. strips.
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
(NO)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110' unlgtd, unmrkd trees 2200' N rnwy 16
" Sky Ranch	P	10.9 NE;hwy W	4528	4	50-S5	F2	Ruf.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
" Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks, Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
➸ Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
(P)TONOPAH	P	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
" Lambertucci	L	3.2 WNW;hwy S	5664	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
➸ Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE, Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S5-U	F3	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2WNW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
➸ Franklin		1.5SSW;RR E					ABANDONED.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5	F2	Rolling
➸ Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
➸ Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		S 450' soft, bare. S blkd. Ruf.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.S; RR W	482	2	h40-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island N, S blkd.
(P)LEBANON	P	3 WSW	579	2	h40-BL4-S3-W-U	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
➸ Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only;E,W blkd;p-line SE;bushes NE
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h35-BL2,4-S5-U	F3	300' unpaved overrun area SE end.
➸ " Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F1	
N. Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E. Ctn-loose sand. Rolling.
➸ Pembroke	P	2 NW; hwy E	320	1	20	F2	Rgt tfc SE.
Plymouth	L	3.5WNW;riv S	506	1	20		
➸ Rochester, Skyhaven	L	2.8 ESE;RR E	320	1	25	F2	Private. Rgt tfc N.
➸ Warren, Morse	L	1.NW;rd adjNW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	(F2)	Mtns SE.
➸ Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwy W	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N
Bargintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	27-*L4-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	250	2	24-S1	F1	E, W blkd;p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	2	h18-BL4-S3-U	F4	3800' strip avail. Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8ESE,hwyN, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only, Caution-sand ruts, P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet, P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	E, W blkd;p-line NNW, SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on tk-off on rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
➸ Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F2	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No storage.
Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E	560	3	30-S3	F2	
Hammondton	L	1.5WSW;hwySE	90	2	25-(S5)	(F3)	N, NW blkd;p-line SE. No storage. Soft-wet.
Hanover	P	2.8 NNE;riv E	170	1	25-*L4-S3	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd;p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4, 6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintained.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5	F1	P-line NNW. length.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE. Rnwy 30 - full stop lndgs, tk-offs use full
Mt. Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp Asbury Pk Air Term	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
(NC) NEWARK	P	2.5 SSE;RR W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F-fuel octane. ➸-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW;RR E	125	2	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off.
(PC)Ocean City, Clarke	P	1.7 WSW;bay W	8	1	34	F1	Rgt tfc S, W.
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd.
Patterson, Totowa-Wayne	P	4.8 W;RR W	185	1	26-S5	F1	
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd. No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed. E Blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N;hwy adj	160	2	23-*L1-S3-U	F3	SE blkd;p-line E.
" -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
← Rahway, Westfield		2 W;rd S, W					ABANDONED.
Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	180	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S;hwy; RR E	80	2	26-S5-U	F3	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	2	31-*L4-S5-U	F3	N blkd. Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W	F4	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission.
(PC)Trenton, Mercer County	P	5 NW;RR SE	211	4	h40-BL4-S5-W	F4	PC for Navy only. FEE.
Tuckerton, Mathis	L	0.9 W;lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR, hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer Only.
(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33		Twin-eng acft use concrete. Asphalt ext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
NEW MEXICO							
Alamogordo	L	2.4 Nbet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	(F2)	Ctn-loose sand. Use strips. Ruf.
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" Kirtland AFB	P	3.8 SSE	5352	4	H28-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
" West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4900	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
← Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails. Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;rivN, E	5100	3	38		Mtn NE. Cattle on fld.
← Cimarron, Philmont Scout Ranch	L	2 SSW;rd E	6450	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	P	1.5E;hwy N	5050	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS,34, PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW;hwySW	6422	3	57-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY). DANGEROUS, N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(PC)Deming	P	2.5 ESE;hwy N	4314	5	h81-BL4-(S1)	(F1)	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
Des Moines, Smith	L	15.5 E	5800	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6250	3	27		Ruf.
Drolet	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
← Eagle Nest	L	1 N;rd W	8375	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW;lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
← Espanola		8 NNE,hwy NW					ABANDONED.
← Farley	L	0.5 SSE,RR N	6030	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW,riv 1,3S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE,RR, hwyS	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-W	(F3)	
Hagerman, Michelet	L	1.9 ESE,lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	P	6.7 NNW,RR NE	3707	4	h88	F3	
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf. Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE,RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	32-S1	91	P-line WNW. Use strips.
Lovington, Lea County	L	3 W;hwy S	4000	2	36		loose rocks.
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW;mtns NE, ENE, Ctn-
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	8000	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft, Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
(PC)Portales	L	2.2 W;hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft, Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W, Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd.
(PC)RATON, Crews	P	11.5SSW;hwyNW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED, NOT MAINTAINED.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Maleo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8WSW;hwy2 E	6344	3	h63-BL4-S5-W	F4	
Santa Rosa	L	5.4 NW;hwy 18	5100	3	27	(F1)	
← Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h56-BL4-S1-W	F3	
← SOCORRO	P	2.5 S;hwy E	4796	1	h58-BL4-S1	F1	Unlgtd knoll S
← Springer	L	0.7NE;lk4.5NW	5990	4	30		Cattle on field. Ruf.
← " Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
← Taos, Zia	P	4.5WSW;hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd. Use rnways.
→ Amityville, Zahns	P	2 NNE; RR NE	80	2	h43-BL4-S5-U-W	F4	E,W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-S3	F3	
Bayport, Davis-Edwards	P	1.3NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N,NW.
Bethpage, Grumman	L	0.5 W;RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnways.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
→ Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
(P)BUFFALO	P	6.1 ENE; RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd.P-line N,SW. Use rnways. E/W, N/S rnways clsd ngts.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnways.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Attnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.8 NW;hwy E,S	416	aw	18-S3	F1	NE/SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5	F2	E/W strip closed.
→ Corinth	P	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW,SE blkd; p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		Closed. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Dolgeville	P	1 NE;hwy SW	930	1	15	F1	
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	40	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft.Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Attnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	P	3 S; lk E	550	2	25-S3	F3	
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Attnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnways.
Gouverneur	P	1.3NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N; RR W	420	1	20-*L4-S5	F1	
Greene	P	2 SSW; riv E	935	1	26-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	16		Rolling, rocky.
Hauppage, Smithtown Aviation Country Club	P	1.0 W	50	2	21-*L	F2	NW blkd; p-line SE.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnways.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnways.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Ithaca, Cornell University	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N; hwy E	1719	3	h39-BL4-S5	F3	
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	490	1	10		(DANGER-SHORT FLD). E blkd.
Keene, Marcy	L	2.5 S; riv E	989	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	20-S1	F1	S blkd.
→ Lake Placid	P	2 SE; hwy S	1744	2	35	F3	
Lakeport, Oneida Lake	P	0.4 WNW; lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Attnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Attnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
Mahopac	L	2 WNW;hwy S	685	1	20-(S3)	(F1)	Attnd wk-ends only. SSE blkd. Mtn N.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	16		
(PC)MALONE-Dufort	P	2 W; hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnways.
Marathon, Pietyridge	L	2.9 NNE	1590	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	L	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	509	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint.Attnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S, Mtn both sides.
Middlesex	L	0.5 N; RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
Montgomery	L	1 SW; RR E	393	2	22-(S1)	(F1)	Attnd wk-ends only. N blkd; TV ant NNE.
Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	36-S5	F1	SE blkd.
Montour Falls, Martin	L	1 NE; RR W	460	1	20		
Nedrow	P	6.0 S		1	21-S3		N blkd.
New Baltimore, Farley's	P	1.8 S; riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
New York, Flushing	P	8 ENE Empire State Bldg	4	aw	29-S5-U		SW, SSW blkd.Rgt tfc N, NW turn left after lndg.FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd.FEE. clsd mil acft xcpt those carrying high gov't offls. No 80 oct avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg	20	3	h59-BL4,5&7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N, E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
→ " Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd.P-line SE. S end N/S strip ruf. Rgt tfc N, NE, SE, E.
" Staten Island	P	15.5 SW Empire State Bldg	45	2	h35-S5	F2	
N.AE.NG Niagara Falls	P	5 E; RR 1.4 N	590	5	h75-BL4,6,7-S3	F4	N/S rnwy clsd to hvy.tfc. 2-way rdo rqrd. Jet operns.150,000 lbs on 27R-9L only. Overrun lgts.
" Colonial Village	L	5 NE; RR S	625	2	23		S blkd.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vcnty.
Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE. SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
→ Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E; RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW blkd;p-lines SSW. Attnd wk-ends, holidays.
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-L2,4-S5-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	955	2	15-(S3)	(F1)	Attnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Closed winters.
Ripley	L	1.4 WNW; lk NW	650	3	22-S1		P-line NNW.
(P)ROCHESTER-Monroe Co.	P	3.7 SW;riv SE	560	5	h50-BL4,6-S5-W	F4	ARPT OF ENTRY.Rdo rcvr rqrd ngts.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F3	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4,6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.Comb opern with seaplane base.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					NEW YORK		
→ Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2 SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmoreland Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
Sidney	P	1.0 WSW; RR S,SE	1012	2	31-*L1-S1	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW; crk N	215	1	17-S5	F1	
Spring Valley, County	L	1.0 E; RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
→ Springville	L	1.5 NE; hwy E	1395	3	25		P-line ENE. Lgt acft. emerg. only.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE; hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE; rd N	421	3	h68-BL4,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE; rd E	236	2	32		Ruf. Mtn W to NW.
→ Troy	P	2 SSE; hwy W	335	3	29-B*L2-S5	F1	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE; RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.5 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8W,NW; RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE; hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		C LOSED. P-line W. Break on N/S strip.
Walden, Newburg-Walden	P	2.2 SSW; riv W	404	2	30-*L2-S3	F3	WNW blkd. FEE. No services Mondays.
Wallington-Bodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW; hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E, NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	P	2 S; hwy E	277	3	18-S1	F3	NE/SW strip closed.
(NG)WHITE PLAINS, Westchester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE; hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE; RR SE	560	4	29-S5-U	F1	N, NW blkd; mtns E, S, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Calverton-Peconic River	L	2.0 W	75		H100-BL6		Restricted to Factory use.
					NORTH CAROLINA		
Aberdeen	L	1.2W; pond NE	415	2	24		E, SE, W blkd; p-line NW. Rolling.
Ahoskie, Jernigan	P	3.0S	125	1	22	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June.
Ahoskie, Moto	L	3.3N; hwy W	50	1	20	(F1)	
Albemarle	P	1.5ESE; RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews, Murphy	P	2.2W; hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE; RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S,SW.
" Owen's	L	2.3 SSW; riv SE	1979	1	30		Rgt tfc E. E, W blkd.
(PC)Barco Flight Strip	L	2.4W	19	1	h40		8000' strip avail. P-line SW
(PC)BEAUFORT-Morehead City	P	1 N; riv N, W	13	3	h42	F3	
Black Mountain	P	1.8WSW; lk NW	2668	1	34-S5	S7	Rgt tfc WSW.
Bladenboro	L	0.7NE; hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4.SW	638	3	h37-L4-S5	F3	S blkd, N/S strip soft-wet.
" Fairchild	P	1.5; hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1E; hwy N	710	1	31-(S3)	(F1)	
Chapel Hill, Hogan	L	3.8NW; hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.2NNW; lk NE	502	3	49	F1	Ctn-ruf.
→ Charlotte, Brookenbrough	P	6.4 N	800	3	34-S5-U	F2	P-line SSE.
→(NG)CHARLOTTE, Douglas	P	5.5W; hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 clsd acft over 30,000 lbs gross wt.
China Grove	L	2.5; hwy NE	750	1	21-S1		
Clinton	P	3 N; hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE; hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	580	1	28		ENE blkd. Rolling
Durham, Bryan	L	8.1NE; riv N	310	2	26		NE blkd; p-line WNW.
Eagle Springs, Parkers	L	2 NW; RR, hwy S	700	1	36		SW blkd. N side soft.
Elizabeth City	P	4 SW	15	3	28	F1	Caution in lndg-ruf.
Elizabethtown, Fisher	L	2 SE; hwy N	120	2	34-(S1)	(91)	
Elkin, Rendezvous	L	1.5 ESE; hwy E	1900	1	22		NW blkd.
Erwin	P	1 SW; riv W	195	1	30	F1	Rough
→(PC)FAYETTEVILLE, Grannis	P	48; riv 2 E	198	3	h48-BL4-S5-U	F3	
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	L	1.2 SSE; riv W	1996	1	28		INACTIVE. Rgt tfc S.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					NORTH CAROLINA		
Gastonia	P	4.5 SSE; hwy SW	800	2	h30-L4-S5	F3	P-line SE.
" Lynwood	L	1.3 SW	690	1	h16-S5		NE end ruf. P-line SW, NE. Irregularly attnd.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N; lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW; hwy SW	923	2	55-BL4,5,6-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW; riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE; crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W; hwy S	15	1	18		Closed - private use only.
(P)HICKORY	P	2.2W; riv N	1167	3	h44-BL4-S5-W	F3	
High Point, Fraley	P	2.5 SSE; RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1.8; RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD.
Jacksonville	P	3.7 NE; RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kannapolis	P	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7NW; RR, hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain, Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval. Lmtd svcg facs.
" Jackson	P	3.7 SW; crk W	40	2	25	F1	Rough - caution.
→ Lexington	P	3.3 SW; RR W	735	1	34-S5	F1	
Lillington	P	1 NNE; hwy W	210	2	30	F1	E, NW blkd.
Lincolnton, Jones	L	3.2 ENE	960	1	28		SSW blkd, Ctn-ruf.
Louisburg, Franklin	P	2 WSW; RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW; hwy NW	128	3	h50-BL3-S5-W	F4	
(PC)Manteo	P	1.3 NW; sound E	12	3	h33-BL4-S5	F3	
Marion	L	2.3N; riv N	1211	1	36		
→ Mayodan, Mayo	P	0.8 W; hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW; hwy SW	650	3	28-S4	F3	P-lines S, SE, W.
Mooresville	L	2.5 SW; RR E	900	1	20	F1	SE blkd, Rolling, ruf.
→ " Miller's	L	4.8 ENE; hwy N	875	1	18-S3	F1	P-line N, E side strip hazardous.
Morganton, Lenoir	L	7.5NE Morganton	1285	1	33		
" Riverside	L	3 W; riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mount Holly	L	2.8NW; RR E	650	1	20-(S3)	(F1)	Attnd Sats, Suns, Evenings only. No storage.
(P)NEW BERN, Simmons-Nott	P	2.5SE; riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW; riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW; hwy E	475	1	18-*L4		Rolling
Raeford, Upchurch	L	0.5NNE; hwy S	265	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F3	P-lines SE, W.
(P) " -DURHAM	P	10.5NW; hwy 85	435	3	h55-BL4,6-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville	P	3.0 SE	822	3	25	F1	P-line SE.
" Warf	P	3.8SW; hwy W	820	1	23-S1	F1	SSE blkd; p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW; hwy N	250	3	32-*L4-S3-U	F1	Ldg areas only 3030' nets.
Robersonville	P	0.5 E	20	1	23-S3	F1	
(PC)Rockingham-Hamlet	P	3.5 S; RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3N; RR E	97	2	h40-BL4-S5-W	F3	P-line SSE
Roxboro	L	7 NE; hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW; RR E	754	2	27-BL3-S5	F2	WNW blkd.
→ Selma, Myrtle	P	0.5 E; RR W	180	1	19-S1	F1	NE, SW blkd. Rough.
Shelby, Bridges	P	3.3 NE; lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE; crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N; hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of svcg.
Spindale, Mills	L	8.8SE	1000	1	h39	F1	
" Rutherford	L	1.3SSE; hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
Stanfield	L	1.5N; hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6WSW; RR ESE	991	2	36-B-L4-S5	F3	
Sylva	L	2.9NE; RR SE	2179	1	22		NNE, SSW blkd. Rgt tfc NNE, SSW.
Wadesboro, W&L Airways	L	3 E; RR N	370	1	30		NNW blkd.
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.6N; RR SW	33	3	h50	(F1)	Rgt tfc rnwys 23, 29, 35.
White Lake Beach	L	0.2NW	75	2	18		INACTIVE. N, S blkd; p-lines E, W.
Whiteville	L	3.7 S; hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE; crk S	31	3	h60-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW; hwy E	161	3	h45-*L4-S5	F3	Bcn prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.5NNE; hwy W	969	3	h56-BL4,6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W; hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW; hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							

A-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.5SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Ashley	L	1 SE	2030	2	40-L2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
→ Beach	L	0.8NNW	2814	2	30	(F1)	ENE blkd.P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
(P)BISMARCK	P	2.5S8E;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd,N/S rnwy clsd ngt operns.
→ Bottineau	L	1 N;RR W	1670	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F2	P-lines N,NE,NW.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F1	Ruf. Holes.
(PC)Cavalier	L	0.7SSW;hwy E	889	1	21	(F1)	300' SE end unusable.
(PC)Columbus	L	0.7 SW	1930	3	26-B	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F1	Bcn prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1950	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F1)	P-lines N,NW.
Dunseith	L	1.5 S	1685	3	27	(F1)	
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd; p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24		CLOSED.
(NG)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S5-W	F4	
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F1	
Garrison	L	1 ESE	1920	3	23		Unattended.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	830	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6WNW;RR S	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)	(F1)	NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1605	4	27	(F1)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2130	2	21		P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)	(F1)	
Hettinger	P	1.2 NW;RR S	2675	5	32-S5	F2	N,NW blkd;p-line NE.Hill S. Ruf. Use strips. Caution-apch from N,NE,NW.
Inkster	L	1.5 SW;RR SE	1055	3	26-(S1)	(F1)	
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F4	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd; p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2310	2	17-(S3)	(80)	P-line WNW
Kindred, Hamry	L	0.4 E	940	1	18	(F1)	
Lakota	L	1.5 SE	1515	1	33	(F1)	
Langdon	P	1 W	1608	4	20-L4	F1	N blkd; p-line NE. Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F1	S blkd. Rolling. Caution-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F1)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20		Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	L	1 N;hwy W	1595	2	33		P-line WSW. Ruf. Use strips.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Minot, Flying S Ranch	P	15.5WSW	1840	2	38	F2	
→ (P) " PORT O' MINOT	P	1.6 NNE	1723	3	h58-BL4, 6,S 5-W	F4	Unlgtd poles 1900' NW.
Moffit, Edwards	L	1.8NE;lk S	1600	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26		P-line S, SE.
Mott, Wyman	L	0.8 S; hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F1)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4	F1	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	28	F1	
Noonan	P	0.5 SE	1980	3	20	F2	NE blkd.Caution-weeds. Use strips.
" Border	L	7.4N;hwy E	1900	2	26		E blkd; p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F3	Caution - center of strip washed out.
Oakes	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
Park River	L	1 NE;RR SW	980	3	18-(S1)	(F1)	P-line W. Ruf.
(PC)Parshall, Hanking	L	1.2 SSW;hwy E	2032	3	21-BL4	(F1)	Use strips.
(PC)Pembina	L	1 S;RR W	792	2	30-BL3-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E. Rolling. Holes.
Ray	L	0.7NNE;lk E	2160	2	21		
Reeder	L	Adj S	2950	2	25	F1	
Rolette	L	0.3 W; RR E	1600	1	15		SSE blkd. Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Rolla	P	1.5N;RR SW	1818	2	24-B-S1	F2	
Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F1)	
Sarles, Olson	L	3.3SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E, NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W.
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd. N/S strip ruf. Use strips.
Springbrook, Wall	L	10N;hwy W	2150	1	24		Ruf.
(PC)Stanley	L	1 SE	2220	1	21-B		
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1400	2	20-*L		
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F1	4600' strip avail. Unlgtd fence SE; p-line S.
Wahpeton	P	1 S; RR W	966	2	27-B-S5	F1	P-line NE. No storage.
Walhalla	P	1 NE; hwy W	952	3	26-L4-S3	F2	P-line NW. Lgts on req after 2400.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F1	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W; RR SE	1910	2	26-S3		
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
→ " Wright	P	2.8 N	1910	4	26-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	600	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Mnd-evenings, week-ends. Use strip. Soft-wet.
(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE, ARPT OF ENTRY.18R-36L at own risk.
(P) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4,5-S4-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;resvr W	1062	2	26-S5	F1	N,S,W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h33-*L4-S3-U	F2	P-lines E,SW.Rolling.Bcn prior req.
" Birtalan	L	2.5SE;hwy S	1077	1	23		Unattended
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
→ Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended. FEE. Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwyN, E,	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd.P-lines E, NE. Use rnwys.Rgt tfc take-off;lndgS, SW. Rgt tfc take-off N, W, SW.
Bryan	L	3 N;hwy W	820	1	29		W blkd.
Bucyrus, Port Bucyrus	P	2 S;RR W	1000	3	26-S5	F2	NE blkd; p-line W.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
Cambridge	P	2 N;hwy E	807	2	26-L2-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	32-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W
→ Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5, S;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3, E; hwy W	1220	4	26-S5	F2	N,NE,E,W,NW,S blkd. Rolling
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips. p-line N. trees SE.
Chesapeake, Buntington	P	2.WSW;riv S	560	1	h32-*L4-S3-W	F1	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds, Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N, Rgt tfc W, S, SW.
(P) " GREATER CINCINNATI	P	10.5W;riv ; SSW	890	4	h55-BL4,5,6-S5	F4	Use rnwys.
(P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E, W blkd.
" Watson	P	9 NE	870	3	26-S3	F3	Use E/W strip when wet. E blkd.Rgt tfc E, NE, SE.
→ Circleville, Elsea	P	1.6 N;RR W	707	2	24	F1	P-line S, SE.
" Thomas	L	2 WSW;hwy N	666	2	26		
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	799	6	h64-BL3-7-S5-W	F3	Rnwy 5R-23L usable lgt acft only.ARPT OF ENTRY
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE, W blkd;p-line E.
(PC) " Lakefront	P	1 N	584	1	30-S3-U	F3	FEE.Avoid stadium.Call CLR rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLR rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F3	Lnd & taxi on rnwys only.
→ Columbus, Clickenger	L	6.2 SSE;RR E	752	3	27-S5-U	F2	P-lines N, NE, NW, SW. Ruf.
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N, NE, NW, N/S strip clsd.
" OhioState University	P	3 NNW;riv W	900	2	h22-B*L4-S1-U	F2	Use strips.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				OHIO			
(M) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,8-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	2	20	F1	Ruf off strips. Use rnwys. Ctn.
" Sullivant Avenue	P	6 WSW	860	4	31-*L1-S5	F3	N, NE, NW blkd;p-line E. Ext ruf. Use lgts NE end.
→ Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy,crk	760	1	13		N blkd
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4,6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use rnwys.P-lineSE
Dayton, Dahlo	P	8.5 W;hwy S	925	3	33-S5	F1	S, SW, W blkd.
" Neff	L	6 SW	720	3	17		
" Montgomery Co.	L	11 S	960	1	18		Hwy and p-line W.
(PC)Defiance, Ervan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F3	4000' strip avail, S blkd.
→ Delaware	P	2.6 SW;RR N	960	2	h16-S1-U	F2	2500' strip avail, P-line S. Ditches,Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Sawney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Elyria	P	1.5 SSW;RR NW	745	3	22-S1-U	F2	E and NE blkd.
Findlay	P	1.5 SSW;hwy NW	800	2	h50-BL4-S5-W	F4	Rgt tfc E.Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Fremont, Slager	P	2 NW; RR SW	630	3	27-S3	F2	E, NE, SW blkd. P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
→ " Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S5-U	F1	W blkd.Rolling. 2800' E/W strip under construction, usable-dry. E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
→ Hamilton	P	2.5 SE; RR S	631	2	38-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
Hudson, Mid City	P	2.8	1080	3	31-S1	F1	NE, SW blkd. Rolling. Ruf.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W; hwy S	1120	3	33-S5-U	F1	S, W blkd. Rolling.
Lagrange,Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders. 5500 lbs gross weight.
Lake Milton, Milton	L	0.4 W; lk W	980	2	17		E blkd. Ruf, rolling.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W. Use rnwys.
Lenox	P	7. S Jefferson	940	1	22	F2	E & W blkd.
LeRoy, Westfield	P	1.2 SSS;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW; RR NE	830	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1151	2	26		CLOSED
Lorain	L	2 WSW;RR N	610	2	29-(S3)	(F1)	NE, SE blkd.
" Sky Port	P	1.5 WSW; RR N	610	2	29-S1	F3	SE, SW blkd,p-line NW. Soft-wet.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5NW;hwys E,N	970	1	22-S1	F1	P-line WNW
(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4-S5-W	F4	Rgt tfc rnwy 9. Use rnwys, strip.
Maplewood, Shaw	P	5 W	980	2	21	F1	Bldg S.
MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.5 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE, S. Soft-wet. Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	980	1	24		E, W blkd. Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
Minford, Knore	P	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
Mingo Junction, Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
(PC)Mt.Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling.
Napoleon	L	1 N; RR SW	630	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only,NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 S.?	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	950	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	S1	Narrow at intsxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	930	1	22	(F1)	Rolling.
North Bass Island-Isle of St.George	L	NW corner of island	590	2	26		E blkd. FEE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				OHIO			
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E, N/S strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
North Lima, Elser	L	1.2 NW;hwy E, S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
Oakhill, Swann	P	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-B-S1-U	F1	3600' strip avail,E blkd; p-line N.
Portsmouth, Raven Rock	P	3.5 WSW; rivSE	535	1	22	F3	Rgt tfc NE.
Put-in-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd. NE end soft-wet. FEE all acft.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F3	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
Sandusky	P	3.9 SSE; RR W	620	2	27-S5	F2	SE, E, W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Shelby-Airstrip	L	2 W; RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE, SW, W, NW blkd.
(NG)SPRINGFIELD	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
Steubenville	L	4.5 W;hwy N	1200	1	32		Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Strongville	P	1.0 W	840	3	19	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9 N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	Code bcn.
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W;chimney SE. Use rnwys only.
(P) " EXPRESS	P	15WSW;RR NNW	684	2	h52-BL4,6-S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clad-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" " Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	35-BL4-S5-U	F3	
(PC) Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
Wauseon, Griesser	L	2.5 E; RR N	750	1	20		Unattended.
Waynesville, Sky Center	P	2.5 SW;riv E	925	1	23-S1	F1	ESE blkd.
Willard	P	1.2 S;hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	P	3 N;lk NW	626	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. FEE
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RRWNW	1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd
" Austintown	P	5.7WSW;hwy N	1175	2	h20-S5-U	F3	3100' strip avail,Rolling, Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf, Rolling.
" Southern Airways	P	6 SSW;hwy N	1073	2	25-S5	F2	No take-off E. Soft when wet.
→ " Watson	L	3.8 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
→(P)ZANESVILLE	P	6.2 E;hwy N	899	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
		NEW AIRPORTS (or airports out of alphabetical order)					

A-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(2 Oct 1954)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
(PC)ADA	P	2N;hwy W	1008	3	h50-BL4-S1	F3	
→ " Myers		6.8 WNW					ABANDONED.
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	87	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	9.2N	875	4	h40-BL2-S5-W	F4	Caution-heavy acft, soft.
(PC) " Lake Murray State Park	L	1.2SE;rd E	840	1	26		Ruf.
Arnett	L	0.5N;hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW;RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-*L4-S5	F2	E,NE,NNE,NW,SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE,Ruf, Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Boise City	L	3 N;hwy W	4200	2	24		Soft when wet.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N,S,SE. Restricted. Land at own risk.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)CHICKASHA	P	4NNW;riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S5	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE,NW. Use N/S Rnwy when wet. (6500' strip avail).
(PC)Durant, Eaker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F2	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
El Reno	L	1.5 SW;rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(AF) " WOODRING	P	6 ESE;RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux)
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	2	h54-BL4-S1-W	F3	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft only.
(PC)Grandfield	L	3 W;hwy S	1123	3	h45		
Grove, Hickory Creek	L	5.5 NNW;lk SW	750	1	18		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13NNE;RR S	3130	2	26		P-line SSW.
Hartshorne, Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
(P)Hobart	P	3.8 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hominy	L	2 N;hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW;RR E	3010	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft,ruf. P-line N.
→ Idabel	P	1.3NW;RR E	500	2	32-S3	F1	
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
→ Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	26-*L4-S5	F1	P-line S.
→ Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
Lamont, White Bros.	L	2 WSW;hwy N	1000	1	24		
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf. Mtn S.
Leedey, Eagle	L	2.3 S;hwy W	1950	1	22		Cattle on fld.
Mangum, Ponder	L	1.6 N;hwy E,S	1585	3	25-S5		Ruf. Unattended.
(P)McALESTER, (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	24-S5	F1	No storage.
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
Moore, Southside	L	1 NE	1273	1	24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4S;hwy W	610	3	h57-BL4		
(PC) " Ratbox	P	2.7W;RR S	623	2	h36-BL4-S5	F3	
Newkirk-Skypark	L	2.5 SE;lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
" Noble	L	3 SE;RR,hwySW	1170	1	24		Ruf.
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-B*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6NNE ;hwyW	800	2	26		Soft when wet. P-line W.
(PC)Okeene	L	0.7SE;hwy N	1295	1	22		P-line N. Soft-wet.
Oklahoma City,Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3S;hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS	P	7 SW;hwy E	1283	4	h74-BL4,6,7-S3-W	F4	
" Wiley Post	L	7.9NNW;lk W	1216	1	26		
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3,NNE;hwy W	715	3	h43-B*L4-S3	F2	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW;hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE;RR W	650	1	22		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)SHAWNEE	P	2 NW;RR SW	1080	3	h42-BL4-S5	F3	Rgt tfc rnwys 13,17,21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	985	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur	L	1.5NW;hwy S,E	1060	3	26		Caution when wet. P-line S.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
Tallihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
(NG)TULSA	P	6.2NE;RR S	674	6	h100-BL4,6,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" -North	P	4.5NNW;RR E	725	3	21-S5	F2	P-lines S,SE,SW.
" Young	P	8.5 E;hwy N	750	4	24-*L2-S5	F2	
Valliant	L	0.1 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2210	1	21		HAZARD, Ruf, Soft, Cattle on fld. N blkd.
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Watonga	P	1.2 NW;hwy S	1550	2	26-*L4-S5	F1	
→ Waynoka, Kelsey	L	3.4 NNE; RRSE	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Woodward, Ferguson Ranch	L	6.5 NW;riv W	2000	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
OREGON							
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	230	2	23-S5	F2	Trees S,N, NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E; hwy S	1695	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
Beaver Marsh, 73, RIV-DLS	P	1 SSW;hwy E	4630	1	54-BL4		Clsd winter mos.
Beaverton, Bernard	P	1 NW; hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE;Soft, unusable when wet. Cattle on fld. Holes.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E; rd S	4141	2	h51	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	18		Rgt tfc WSW. Fence W end of strip. Soft when wet.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
Condon	P	1 NE; RR W	2910	2	h18		Use strips. Soft off gravel when wet. SE blkd.
(PC)CORVALLIS	L	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	39	F1	
Creswell, B&H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N; hwy E	372	1	19		P-line WSW. Antenna E, NE. Use strip.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet. Ruf.
→(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h52-BL4, 5-W	F4	
" , Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1600	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE. Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld. Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwyN	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W; RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S; riv SE	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW end NW/SE strip. Ruf.
Klamath Agency, Rayenouf	L	1.5 S; riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
→(P)KLAMATH FALLS, Klamath	P	4.9 SSE; RR NE	4088	3	h80-BL4-S5-W	F4	
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N. Soft when wet.
Lebanon	P	1.3 SW;rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N; hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayrville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE; hwy W	4058	1	30-W		Use at own risk. Soft-wet. Ruf. Sheep on fld May - Oct.
(P)MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW; RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk. SE blkd.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S; hwy W	160	2	h51-L4-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
→(P)ONTARIO	P	2.5 W;hwy E	2189	2	h45-BL2,4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW; RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE; RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pilot Rock, Eldridge	L	2.0 S	1850	2	15		E blkd.
Pinehurst	L	1.0 SW	3800	1	40		
Portland, Dwyer	L	5.8 SE; RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	4	h88-BL4,6,7,-S5-W	F4	2-way rdo rqrd or by prior req.
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5-U	F2	Ctn-25' NE/SW strip unusable-rocks.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)ROSEBURG	P	1.5 NNW; RR E	525	1	h46-BL4-S5-W	F3	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE; RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE; RR, hwy W	55	1	h40-(S1)	(F3)	Svcg, fuel by prior req wk - days.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	16		INACTIVE. Land at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
→Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F3	
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.
Sutherlin-Valley	P	1.0 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W, NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains.
Toketee Dam, Toketee USFS	L	14 WNW Diam. mond Lk	3300	1	24		Rolling. Radi all rnwys - hazardous.
→Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F3	Use rnwys, taxiwys only - sink holes in grass area.
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale	L	1.5 SSW;riv E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous, ruf, weeds.
Woodburn	L	2.8 WNW;RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6 NNE; RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
" Peterson	P	10.7 NNE; RR NW	970	1	25-*L3-S5	F3	
→Ambler, Wings	P	2.8 WSW	320	3	h26-*L6-S5-U	F3	P-lines SE.
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Beaver Falls, Patterson Hgts	P	1.5S;riv NE	1082	1	27-S3	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3N; RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	620	2	21-S3-U	F2	E blkd; p-line NE.
" Centre	L	6.5 WSW; RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	L	1.7 ENE;hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S; RR SW	2142	2	h45-BL4, 6	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45A, CHI-LGA		2WSW; RR E					PERM DISCONTD
Butler	P	2.8 WNW;hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Feigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Chambersburg, nset	P	3.5 NNE; RR NW	670	3	24-S3	F1	W blkd; p-line NE, E.
Chester, Delaware Co.	P	6.5 W	400	2	20-S3	F1	
Clarion, Rhea	P	2 W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
Clearfield	L	1.5 WSW; RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE, Rgt tfc E, NE, SE. Ruf.
Clifford, Carbondale Clifford	L	1 E	1400	3	23-(S3)	(F1)	S end WNW/ESE strip unusable P-line ESE. Atnd week ends and on call.
Coatesville	L	2.4 W; RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGinness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
(PC)Connellsville	P	5.2 SW;hwy E	1250	3	h34-*L4-S5	F3	Bcn prior req.
Conway, Pittsburgh	P	0.4 NE; RR W	950	2	19-*L1-S3	F2	

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					PENNSYLVANIA		
Corry, Port Lawrence	L	1.25;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5ESE;hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2SW;riv N	480	3	22-S5	F1	Hills SE,SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
DuBois	L	1.7ESE;RR NE	1575	3	29	(F1)	Attnd week-ends and on call.Use at own discretion
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Eagles Mere	L	1.9SW;lk SW	1908	1	22		
Easton	P	3.8NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE,WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC)Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns,p-lines,tank surd fld.
(P)ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4,6-S5-W	F4	N,S blkd;p-lines E,NE.
Fairview, Erie County	P	1 SW	805	3	27-S5-U	F2	ENE,S,SE,NW blkd.
Finleyville	P	0.7SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Freeport, McVille	P	7 SW	1090	2	15	F2	
Galeton, Cherry Springs	L	10 SW	2330	1	32		Unattended.
Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	24	F1	Mtn S SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns. Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC)Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
(PC)Indiana	L	8 ENE	1407	2	32-S3	F1	
Jersey Shore	P	2.2 E;riv N	540	2	28	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Karthus, Pine Glen	L	4.3SE;hwy SW	1560	3	23		N,S,SW blkd.
Kutztown	P	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	425	2	25-S5	F1	W,WSW blkd.
(PC)LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewiston	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
" Krouts	P	6 NE;twrs N	660	1	22	F1	
Linesville, Merry's Pymatuning	L	1.5NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4	F3	Mtn N,S.
Marchand, Braebreeze	L	0.3 N;hwy W	1600	1	25-(S1)	(F1)	
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S3	F1	3200' strip available. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd.Rgt tfc rnways 5, 27, 20.
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
Monongahela, N.B.C.	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No. head. P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
Mount Joy, Donegal	P	4 WSW	459	2	22-S3-U	F1	SW blkd.
Mount Pleasant-Scottdale	P	2,8 S	1160	2	19-L4-S5	F2	Gulley NW.Rolling.
Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail.Attnd irregularly Wints., Summers. 91 octane avail. Soft-wet.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W Soft-wet. Caution-ditch, Use strips.
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F3	Unlgtd antenna on E apch to E/W rnwy.
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
New Kingstown, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;riv 1 S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5SW;riv S,SW	10	3	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys.

h-paved rnways B-rotating lgt. L-lighting facilities S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					PENNSYLVANIA		
Philipsburg	P	7 E;hwy N	1933	2	h30-BL2	F3	5000' strip avail.
" Albert	L	5.5NNW;hwy N	1750	3	36-L4-(S3)	(F3)	NE blkd. Lgts avail until 2400. 91 octand prior req.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
(PC)PITTSBURGH, Allegheny Co.	P	5.3 S	1252	3	h55-BL2, 5, 6-S5	F3	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
(PC)Pottstown	P	4.5 E;riv SW	311	3	32-BL4-S5-U	F1	Soft when wet.
" Municipal	P	1.7 NW;rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28	F3	Hills SW.
Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F3	W blkd. Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	380	2	20-S3	F1	NW/SE strip clsd, Rolling, NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
Reedsville, Mifflin County	P	2.7N;hwy W	830	1	30-S3	F1	
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5-U	F1	
Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Bcn prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-S5	F1	
State College	P	2 SW	1200	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	L	8 WSW	480	2	h30-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta	L	2 S	1600	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	2	20-S1-U	F3	Mtn S,NE/SW Strip not maintained.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
Vandergrift	P	2 WNW	1000	2	23-S3	F1	E blkd. P-line NW.
Warren	P	2 WSW;riv S	1100	2	h22-S5	F2	Mtn NE,SW.
Washington	P	3.2 SW	1183	3	21-S5-U	F2	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-*L4-S5	F2	Hill NE,SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P)West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr. Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD, W end ESE/WNW ruf, NE blkd;p-line WNW
(P)WILLIAMSPORT	P	5.1 E;RR N	528	4	h43-BL4,6,-S5-W	F4	NW blkd;p-line WNW. Rgttfc on W apch.
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
		NEW AIRPORTS (or airports out of alphabetical order)					

F-fuel octane. ➔New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Newport	P	3.5 NNE	160	2	h23-S5	F3	3500' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd ngts. Use rnwys.
SMITHFIELD, No. Central State	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
Allendale, Williams	L	1.5 NE	187	3	31		INACTIVE.
(P) ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No storage.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE;betRR, hwy	190	3	32-B-S3-W	F1	SE blkd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W strip-hazardous.
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F3	
(AF) CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civil acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
Cheraw	L	4.2 WNW;hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P) COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36		Rgt tfc SE, NE. Obstns sur fld. Use rnwys. Fuel avail 0600-1700 Mon-Fri; 0800-1200 Sat.
(PC) Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC) Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P) FLORENCE	P	3 ESE;bet RR, hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
(PC) Georgetown County	P	4 S; hwy NW	39	3	h50-B*L	F3	
(P) GREENVILLE	P	3.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC) GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E;RR SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3.0 S	72	3	34-BL2		E, ESE blkd. Ctn-low spot.
(PC) Laurens	P	2.3 E;hwy S	700	2	28-*L1-S5	F1	
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
(AF) MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	24	2	h95-BL4-W	F3	Equip on fld intermit. Rnwys usable-ctn.
Newberry	P	2.3 NNW;Rt NE	565	2	22-*L4-S5	F1	Use strips. Ruf. Servg avail on call.
Nichols	P	0.9 SSE;riv S	70	2	30-S5	F1	
(PC) Orangeburg	P	2.3 S	190	2	24-BL4-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	79	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	L	2.7 SW; lk S	630	3	28		Irregularly attended. ESE blkd. Soft-wet.
(P) SPARTANBURG, Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway &ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22		
(PC) Walterboro Municipal	P	1.3 NE	93	3	h58-BL4	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
(P) ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Rnwys restricted to 26,000lbs. Use rnwys.
→ Belle Fourche, Bus	P	1 NW;RR S	3066	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
(PC) Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC) Bowdle	L	1.0 NW	1963	1	23		Soft when wet. Not attended.
(PC) Britton	P	2.N; RR W	1310	3	25-BL4	F2	Use strips.
(PC) BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC) Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC) Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" , Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC) Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW.
(PC) Faith	L	0.4 N	2572	1	25-BL4		Use strip. Lgts oper by electric eye.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
Gettysburg	L	1.5 S	2082	3	26		Ctn not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC) Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
(PC) Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC) Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC) Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E, Ruf. Use strips.
(PC) HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P) HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC) Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC) McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC) Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC) MITCHELL	P	4.3 N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC) Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	1WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N, NW.
→ North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-L4-S5-U	F3	Rgt tfc S. P-line S. W. Use Strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	L	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
Parkston, Cliff's	L	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P) PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26		E, N, NE, NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P) RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG) SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC) Sisseton	L	2.9 ENE	1170	3	30-L		Use strips.
(PC) SPEARFISH, Black Hills	P	4.0 E	3929	4	51-BL1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
(PC) Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC) Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips. Unmrkd p-line on 140' twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf-Unattended.
(PC) Wasta	L	1.0 NW	2584	1	24		Unattended.
(P) WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
(PC) Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B-*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S-W	F4	
(P)CHATTANOOGA, Lovell	P	5.5E;RR E	682	2	h62-BL4,6,-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville,9A,BNA-DCA	P	3.3 WNW;hwyN	1562	2	28-BL2	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5E;hwy S	1028	1	23		INACTIVE.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-L4-S3-W	F1	NE blkd.Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW,SSE blkd of E strip. Caution-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Fayetteville, Wilks	L	2.5 NNW;hwyE	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville,Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	L	2.8 ESE;hwySW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued.
(P)JACKSON, McKellar	P	5.8WSW ;RR SE	414	2	h35-BL4-S 5-W	F4	Use rnwys.
Johnson City Municipal		See Bristol - Tri-City					
JohnsonCity	L	3.8 NE	1543	1	23		CLOSED, Hazardous, soft-wet. Ruf.
Kingsport Municipal		See Bristol - Tri-City					
Knoxville, E. Tennessee	L	6SSW;RR, hwy E	822	1	21		Rolling. Ruf, tall weeds.
Sky Ranch							
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.Use rnwys. Rgt tfc rnwy 22R.
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(PC)Lexington, Franklin - Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
(PC)Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A,ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd.Rnwy 14-32 clsd ngt operns.Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	320	3	27-*L	F3	
Milan	P	3NNE;canal N	378	1	26-S5	F1	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	977	2	34		NW blkd.
(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4,6,7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5W;RR S	788	1	28-(S3)	(F1)	Attnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
Sewanee, Univ of the South	P	3 E	1950	1	28		
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4	F1	
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical order)							
(P)Abilene Mun		2.8 ESE; RR N					Permanently closed.
(P)ABILENE (NEW)	P	3 SE; hwy N	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;hwy N	1750	1	h30-BL4-S5	F2	P-lines N,S. Use strip
Addicks, C-R-C	L	1.8 E; hwy S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	L	17 WSW	3900	1	26		
Albany, Taylor	P	1 N; hwy E	1429	1	h32-S1	F1	House S.
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alpine, Kokernot Ranch	L	28 SSE; rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW; RR E	4500	4	42-L4-S5	F3	P-line N, NE. Fld surd by mtns.
Alvin	L	2 NW; hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N,S	3604	3	h60-BL4,5-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	25-S5	F1	Fence SW.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW; hwy 2 N	611	2	19-S5	F3	P-line W,NW. Ctn-wet. N/S strips clsd
Athens	L	3.2 SSE; rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2,5-S5-W	F4	Rgt tfc rnwys 30R,34R.Unlgtd trees, pole apch end rnwy 16R. Use rnwys, taxiways.
Austwell, Heard	L	0.5SSW;RR E.	23	3	43		P-lines SE,SSE. Slick when wet.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds' Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47		E/W, NE/SW strips used only case of strong wind.
Bandera, Flying L Ranch	P	1.7 SE; riv N	1264	2	h26-S5-U	F1	N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW.
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7 NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
Beaumont	P	6.8 W;hwy S	31	3	34-S3	F2	Use strips. Ruf.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h51-BL4-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S takeoffs.
Beeville, Travland	P	2 NW; RR E	290	2	27-S5	F1	P-line NE,SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	P	0.6 NW;hwy S	2700	3	h31	F1	P-line SE,SW. 3300'strip avail.
Big Spring, Hamilton	P	1.5 N; hwy S, W	2517	4	32-S5	F1	E blkd;p-line N,NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd,p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE; rd S	10	2	26		NNE, WNW blkd; p-line SSW. Soft when wet. Cattle on fld.
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	L	1 ESE; RR NNE	342	3	32-*L4		
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield Mun.	P	5.0 E	3314	3	37-S5	F3	Strips rough.
(PC)BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE,W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F4	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1435	1	18		SE,S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on fld.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E; Hwy W	610	3	26-S3	F1	P-line W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Canadian, Hemphill County	L	1.5 SW; hwy E	2300	3	32		Unattended.
← Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE. 85'ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	L	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
" Diamond H Ranch	L	5.0 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on fld.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on fld.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	L	2.5 NNW;hwy E	1620	4	30-S3		P-line N; hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	26		NE, NNE blkd; p-line E. Ruf. Ctn-draw.
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on fld.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
" Vance	L	1.2 ESE; RR N	3375	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Colorado City	L	1.5 S; riv NW	2072	3	23		P-lines N, NNE. Rolling. Use strips. Stock on fld.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on fld.
Comanche	L	4.0 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16		S blkd.
Conlen	L	0.5NE;RR S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Converse, Hedrick	P	8.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd.Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N, NE. 3700'strip avail.
" Allison Ranch	P	3.0 NW	410	4	h27-S3	F2	4000' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
Cross Plains, Bryant	L	1.4 N; rd W	1750	1	25		S blkd. Cattle on fld.
Crowell, Foard County	L	0.8 E; hwy N	1479	1	h22		
← Crystal City		1.8 N					ABANDONED.
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8 SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
" Ingram	P	3.4 SE; lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
Dallardsville, Big Sandy	P	4.0 E;Big Sandy	185	1	21	F1	
Dallas-Flyers	L	7.0 SW	680	2	34-S5	F1	P-line S end N/S strip.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h43-S5	F4	Major acft rprs only. Use rnwys.
← " Highland Park	P	9 N; rd E	524	2	h24-L4-S5	F3	Use rnwys when wet. Unlgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd.P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
← " Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
← " White Rock	P	6.7 ENE;hwy E	543	2	h16-*L4-S5	F3	2550'strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-B		P-line SE. Blinker lgts on hills surrounding fld. Rolling. ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
Del Rio	P	1.5 WNW, RR S	1025	2	35-S5		P-line N. Rds across N/S strip. Rgt tfc strips 12, 17.
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NW. Soft when wet.
(AF) " Val Verde County	P	4.5 ENE; RR S	1094	3	h49		CIVIL FACS ONLY.
Denison, Grandpappy Point	P	8.7 NW; lk E	694	1	15	F1	Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
← Denver City, Humble	L	0.8 NW	3584	3	h24		P-lines E, NE, NW. Use strips. 4200'strip avail.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2440	2	21		NNE, W blkd. Stock on fld. W end E/W strip unusable
Dilley	L	0.5 SW; RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	P	5.7 W; hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
(PC)Dumas	P	2.0 W	3650	1	h44	F2	
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-S3	F1	WNW blkd,p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1480	1	30		
← Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
Edinburg	P	2.8 W;hwy W	90	3	31-L4-S3	F3	E, W blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd; p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage.P-lines NNE, SE, SSW.
Eldorado	L	1.0W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
(P)EL PASO-International	P	4.8 ENE	3936	4	h90-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
← Fabens	L	0.7 NNE;RR S	3660	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft-wet. Ruf. Rolling. Use strips.
Ft. McKavett, C.B Ranch	L	2.6 W; rd S	2150	2	32		Unattended. Cattle on fld.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strips. Cattle on fld.
← " Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F1	
" Skevington	L	38 S	3820	2	30		
Ft.Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE, SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Midwest	P	5.3ESE;RR NNE	645	3	24-S5	F1	Use N/S strip. S, W blkd, p-line E, SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
" Russell	P	7 SSE;hwy NW	680	4	31-S3	F3	
" Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12,18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
← Garwood	L	1 SW;hwy E	125	1	22	F1	
Genoa	P	1 NE;RR,hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE/WSW strip clsd. Bcn prior req.
← Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 WSW; hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	32	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Gorman	L	1.0 S;rd N	1400	1	22	F1	P-lines NNE, NNW. Soft. Unattended.
Graham	L	2 ENE;hwy N	1120	4	h34-S5-U	F3	P-line N, W, NW;hill N. 4000' strip avail.
" Rosser Ranch	L	6.7 SSW;riv S	1105	2	33-*L4	(80)	Unattended
Grapevine, Price	L	3.7WSW;hwy NW	506	1	17-(S3)	(F2)	NNE blkd.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW;hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
	L						
	L						
	L						
Halletsville, Ragsdale	L	12.8 ESE;riv W	200	1	27-B		E blkd.
(PC)Hamilton	L	2.3 SSW,hwy E	1250	4	30-BL4	F1	Cattle on fld.
→ Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	No storage. P-line W, N. Soft when wet.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	
Harwood	L	0.5 S		1	20	F1	Unattended.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
Helotes, Jaycox	L	2.0 W	1000	1	20		
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S5	F1	Major eng & minor acft rprs only.
Hereford, Paetzold Air Service	P	1.0 SE	3808	2	27	F3	
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling. Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on ofl bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
→(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4, 7-S5-W	F4	Rnwy 8-26 clsd. Tk-off to E only. 70' mrkd twr center S edge of fld. Unlgtd 38' p-line parallel to and 1000' E of E bndry. 145 oct avail. Use rnways-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
→ " Clover	P	19.5 SSE	34	3	h40-*L4-S5-U	F3	P-line E. NW/SE, E/W strips soft-wet.
→ " H & H Guest Ranch	P	12 N	82	1	40-S5	F2	Use strips.
" Linda Sue	P	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900' strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on fld.
← Imperial, Heagy	L	1.5 SE;hwy NE	2724	2	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW, SE, N.
→ Irving, Jap Lee	P	3.0 N	520	3	38-*L-S3	F1	
→ Itasca-Community	L	2 ENE;hwy NW	820	1	22		P-line W.
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
→ Jacksonville	L	3 N;hwy E	709	2	h21		
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW; S blkd.
→ Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE;RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW;hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1800	1	27		
Keene	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
→ Kent	L	0.6 WNW;RR S	4260	4	21	F1	ENE, NW blkd; p-lines SE, WSW.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW. WNW/ESE strip ruf.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips. (PRIVATE).
" Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip avail.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N, Loose rocks S end.
(PC)Lampasas-County	L	6 NW;RR S	1480	3	42		P-line ENE.Rd crosses N/S strip. Use strips. Ruf.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-S5	F4	
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leaday, Miller	L	1.3 SSE;riv W	1525	3	31		SE blkd; p-line S, W. Soft-wet. Unattended.
→ Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet. 3000' strip avail.
Liberty, Darrell	L	4.3 SSE;RR N	30	2	29		P-line N W. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd; p-lines N, NE, SE, NW.
Lockhart	L	2.8 S; hwy E	529	2	28		
Lolita, Walker	L	1.8 SSW;RR N	38	3	17		Use NNW/SSE strip only. NW blkd. P-line N, Ruf.
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side	L	6.5 WSW;RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
	L	2.4 NE;hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4-S5-W	F4	Use rnways.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P)LUBBOCK	P	5 NNE;RR W	3256	3	h65-BL4, 6-S5-W	F4	Use rnways.
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	6	3	34		Use strip.
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)Marfa	L	4 N; hwy E	4848	2	h53		
"-ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnways. Bcn prior req.
" Petan Ranch	L	32 SW	5340	1	61		Use strips.
→ " Rawls Hq Ranch	L	49 S	4700	4	27		
Marlin, Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn, lgts prior req aft 2300, no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
(PC)Memphis	L	1.4 NNE;RR SW	2082	3	38		E, SW blkd. Soft-wet. Use rnways.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE;Crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE;rd N,NE,SW	516	2	23-S3	F1	P-line R. Rgt tfc E, N, E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4,5,6-S5-W	F4	Use rnways.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Ruf. Cattle-fld. Soft N of pipe line when wet.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	1	h30		AF contract flying.
"-Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
"-Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnways.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf. Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43-*L4	F2	P-line N, E, W, NW, WSW.
Munday, Leflar	L	0.7 E; RR N	1483	1	26-(S3)	(F1)	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4	F4	4300' strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnways. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2988	4	h43-*L4-S5	F3	5300' strip avail.

h-paved rnways. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct prior req by phone.
Orange, Brown	P	3.6WSW;hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
Ozona	L	4.9 WSW; hwyN	2474	5	42		CLOSED.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	L	1.0 N	2330	2	40		Unattended.
" Wilkins Ranch	L	3.8 ESE	2450	4	26		P-line W.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Paloduro, J.A.Ranch Hqs.	L	2.2 E	2625	3	24		P-line NW.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle	P	1.6 SSW;RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	28.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
(PC) " HALE COUNTY	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
(PC)Port Isabel	L	10.5 NW	17	4	h53-S5	F1	91,100 oct. avail emerg only.
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" Reikert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Poteet	L	0.6 SW; RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
	L						
(PC)Quanah	L	2 SW; hwy 1 E	1602	3	h24-(S1)	(F1)	
Ralls, Watkins	L	3 N; hwy E	3125	1	26		E blkd.
← Ranger	P	1.5 SSW;hwy W	1468	4	28-S5	F2	NNW blkd. P-line W.
Raymondville, Fox	P	1 WSW RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line N, NE, NW. Use strips.
← Rio Grande Farm Service	P	1 E; RR S	200	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
← Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn Golf course side rnwys.
← Robstown, Nueces County	L	1.0 SW	77	4	h16-S3	F2	Asphalt broken ruf. Unattended.
← Rockdale, Coffield	L	2.3 SSE;RR W	470	1	h36		Use rnwy. Unattended. PRIVATE.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
← Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	28		WNW blkd. Wire gap across NNE,SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Royalty, Bentley	L	1 NE;hwy W	2530	1	18		Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, 6A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		

A-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	3	h54-BL4,56-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167'ASL. P-line NW.
San Augustine, Fairway Farm	P	4.0 SSE	380	1	36	F2	
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	81	P-line S. Use strips.
← Sanderson, Bullis Gap	L	24.8 SSW;riv SSE	2500	2	26		Mtns sur fld. Use strips.
San Marcos	L	3.0 S	630	2	34		Irregularly attended.
" Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
← Santa Elena, Diamond O Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
← " Humble Kelsey	L	4.8 ENE	250	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Lnd uphill; tke-off down hill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips.
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	(F1)	
Sherman	P	1.4 SSE;hwy N	749	2	h40-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Sierra Blanca, Steller Rnch	L	5.6 NNE;rd W	4550	2	27	(80)	Unattended. Emerg only. Use strips.
Sinton #1	L	1.3 E;hwy S	50	3	35-(S5)	(F3)	P-line S. Cattle on fld. Dusting operns only.
Sinton #2	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
← Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-line SW.
Smithville	L	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld. Rolling. Use strip.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
" Winston	P	2.5 SW;hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4.0E; rd N	3080	2	20		N blkd; theatre W end E, W strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
← " Jameson Ranch	L	10 WSW; rd E	956	3	16		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Bcn prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd;p-lines N, W, NW.
Sugarland, Hull	P	1.0 NW	99	1	51-S5	F1	
Sulphur Springs	L	1.9 NW; RR S	472	3	35		Unattended.
Sutherland Springs	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
Higgins Grass Farm							
(AF)SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F3	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gage	L	1 N,RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd. N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Use strips. strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
" Wheeler Ranch	L	2 N; hwy E	300	1	29		
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia	L	1.5 NNW;hwy W	3500	3	33	(F1)	Cattle-fld. Use strips. Wet during irrigation. P-line E, NE.
" Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Emerg only. E blkd.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd; p-line NW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld.
Turkey	P	2.7 SSW;hwy E	2350	2	27	F2	
(P)TYLER, Pounds	L	5.5 W; hwy N	544	3	h51-BL4-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22. Use rnwys.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F3	Ruf.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys. Pilots circle town for service.
" Looney Ranch	L	35 NE; rd E	4490	3	18		W blkd.
	L						
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S3-W	F4	Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd. Cattle - fld. Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Water Valley, Skeet Ranch	L	13.0 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	L	1.5 SSW;hwy E	606	1	19-S3	F1	Unattended.
Weatherford	L	1 W;hwy N	1179	1	33-*L4		80 oct. on req. Unattended. Ruf N end.
" Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	only N/S strip when wet. Embank N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling, Ruf.
Whitney, Fisherman's Inn	L	3.5 SW	590	2	40	F1	
" Laguna Park	L	7.5 SW; dam E	590	1	19-(S3)		Unattended. Use strip.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5	F1	P-lines N, E, S, SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5	F3	2700' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35C 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3	F3	Rnwy 17-35 clsd ngts.
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	660	1	22		SE blkd.
		NEW AIRPORTS (or airports out of alphabetical order)					
Bastrop Mun	L	2 mi S	500	2	40		Caution - unattended, cattle on fld. Fuel on prior request.
(N)Grand Prairie	P	0.2 mi S		1	h28-*L4-S3	F1	P-line N, NE, NW, SW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					UTAH		
(PC)Beaver	L	3.2 SSW	5653	2	47		
Blanding	L	2.9 S;hwy E, S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	37-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N, rd S	7586	2	h74-BL4-S1-W	F3	Strip-ruf.
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S strip ruf. N end soft when wet.
				1			
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC)Junction	L	1 NNW;hwy E	6074	1	38		
(PC)Kanab	L	2.6 S;hwy E	4856	2	h53		
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	56	F3	Caution-strip soft.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F1	Soft when wet. Unattended.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4	F2	Mtns S, E.
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		
Manti-Ephraim	L	5 N ; RR SE	5500	2	35		E/W strip rolling, ruf.
Mexican Hat	L	0.5 NNW	4250	2	21		Ctn-NNW/SSE strip poor-use in emerg.
(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W		Use at own risk.
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Oljato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-BL4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW;RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h50-BL2, 4		
(NG, N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7, S5-W	F4	
" #2	L	10.5 SSW;RR W	4606	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW; hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele	P	1.4 WSW;RR W	4963	1	52	F2	
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3400	1	35		Unattended.
		NEW AIRPORTS (or airports out of alphabetical order)					
					VERMONT		
(P)BARRE-Montpelier	P	3 W, pond 15 SW	1149	2	h40-BL4-W	F3	P-lines SSE, SW. Use rnwys.
(PC)Bennington	L	2.5 WNW;riv N	813	2	18		Grass areas soft-use gravel rnwys.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4, 6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1	F2	N, W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S.
Manchester, Equinox	L	1.5 ESE; RR N	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
Newport	P	3 SSW;lk NE	930	2	h40	F1	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VERMONT							
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F2	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may-be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGINIA							
Alexandria, Beacon	P	3 SSW;hwy E	246	2	h23-B*L3 4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Arcola, Glascock	L	1 SW;rdSW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No operns Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC)Charlottesville, ALBEMARLE	P	7 N	639	1	h46-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	35	F3	
Chase City, Emilen	L	2.5 W	500	1	18	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2WSW;RR N, S	2000	1	24		P-line E. Ctn when wet.
Covington	P	0.8 NE	1600	1	h17	F1	2800' strip avail. Use strips.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	P	2.9 NW;RR S	325	2	20	F1	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
Gordonsville	P	2.9 NE;RR S, SE	475	1	25-S5	F1	
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Harcum	L	7 N Gloucester	85	1	38		
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F4	
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	P	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet. Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet. landing.
Lynchburg, Falwell	P	2.6 SE; lk SE	650	1	32		Ctn-lnd E to W, ctc LYH rdo for arpt ifn prior
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg
Manassas	L	2.7 NW; rd SW	250	2	21		Irregularly attended.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	17	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	SW blkd. Soft when wet.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		Clsd winter mos. Rgt tfc NE.
(PC) NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F4	CLOSED
(P)NORFOLK	P	6 ENE; RR S,E	26	3	h50-BL4 5,6-S5-W	F4	
Onancock, Johnson	L	1 ESE;crk W	35	1	24		S, SE blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		NW blkd.
Petersburg	P	6.2 WSW; riv N	190	3	h50-S5	F3	Unattended.
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	2700' strip avail. Soft-wet. Use rnwys.
Pulaski, Lowing 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		Soft.
Reedville	L	1 S;bay E	10	1	22-*L4		P-line E.
Richlands	P	2.6 WSW;RF N	1950	1	18	F1	NE, SW blkd. Soft when wet.
							Hill E. Ctn when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
(NG)RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5W	F4	Rdo rqrd, FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise, Lnd S anti-clockwise.
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
" Parnell	P	4.8 S;RR E	120	2	27-S3	F1	
" VirginiaStatePolice	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE Mun-Woodrum	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	Unattended.
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F1	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
Waynesboro, Valley	P	3.7 WNW;hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50-*L	F1	
Williamsburg, College	L	3 NNW;RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3 ASSE;rd E,S	700	2	30-S3	F2	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical order)							
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	128	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE;hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW;hwy NE	156	3	h50-BL4,6-S4-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line;hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	P	3 SW; hwy NNW,	2171	1	24-S3	F2	
College Place, Martin	P	1.1 W; RR N	750	1	25-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	870	1	22-*L2		Caution-not maintd. Ruf.
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip. Use strip.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h51		Water twr WSW.
Easton, SB, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	22		
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WNW;hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-mole holes.
EPHRATA	P	2 SE;hwy SW	1258	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No 91/96 oct. avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Goyan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Kelso-Longview	P	1.8 SSE;RR SW	25	1	29-BL2-S3	F3	
Kennewick, Vista	L	4.0 W; RR SE	521	2	h35-*L4		
Kent	P	1.5 SSW;RR E	30	1	29-S1	F2	Do not land W side of strip children-playing. Ruf.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE;rd W	1500	1	16		P-line NW, SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
→ Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	37-S3	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW;RR SW	2520	1	26		Lnd NE;tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	L	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; Rd S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	20-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE. Rolling.
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	3170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	36		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 S; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-S5	F3	E/W strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1062	1	18-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1052	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd;p-line ESE. ARPT OF ENTRY. Rt traffic ESE.
(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf. P-line NE. Theatre E.
(PC)PULLMAN-Moscow	P	3.4 ENE;RR S	2549	1	h49-L4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W;tk-off E.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd lndgs except hvy acft. Use rnwys.
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW. NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,4-S5-W	F4	ARPT OF ENTRY.
" Gaffney's Lake, Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
→ (P) " -TACOMA INTN'L	P	10.5 S;hwy E	424	3	h85-BL4,8,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Griedale	L	26 WNW;rd NE	650	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " e Mason County	P	2.5 NW;hwy ENE	278	3	h53-L4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
(PC)Skykomish	L	0.9 E; RR W	908	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.2 SW;RR, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N, S, SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5-U	F2	S blkd.
(P) " Felts	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW strip.
(N, AF, NG) " GEIGER	P	6 WSW;hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 3, 7, 34. Use rnwys.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
→ Sprague	L	0.9 NE;RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
→ Tacoma	P	4.4 W	376	2	23-L2-S5-U	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.5 ENE;riv SW	4	1	21-S1	F2	P-line, twrs E day mrkd. Rgt tfc W.
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	
→ Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; RR S,E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd nghts. Equip on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60'center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Gelb's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kuns	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.8 SSW;RR E	1077	3	h50-BL4-S5-W	F4	P-line N, S.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	P	2.6N; hwys W	2325	1	28-S3	F3	Rgt tfc. Ridges N.
(PC) " , RALEIGH CO. MEMORIAL	P	3.5 E; RR NNE	2504	1	h50-BL4-S1	F3	
BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S1-W	F3	No ngt operns.
Buckhannon, Lewis	P	2.4 W;RR N	1435	1	15-S1	F2	
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S3	F1	WSW blkd.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line WNW.
(NG) " , KANAWHA COUNTY	P	3 ENE;riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;bet RR, hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1030	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling. Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	28		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	838	1	h46-B*L6-S3	F4	
Keyser	L	1 SW;crk,hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	566	2	h30-BL4-S5-W	F4	Use rnwys.
Moorefield	L	1 NE; RR W	980	2	25		Rolling. WNW blkd.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185° ext S end rnwy 17-35 under const.
New Cumberland, Herron	P	4.0 NE	1250	3	21-S5	F2	Cln-rd crosses NE/SW, NW/SE strips.
Parkersburg Stewart	P	2.6 N; RR W	602	1	33-S5	F1	All way landing
(P) " WOOD COUNTY	P	7 NE;bet hwys	858	3	h44-BL4-S5-W	F4	Caution-dip midway rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1620	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
Philippi	L	4 S; hwy S	1900	2	15-°L1-(S5)	(F1)	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S5)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	1.2 SE; RR N	2430	1	19		Ruf. Soft when wet. Use ctn.
← Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E,	1364	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2.0 E	1145	1	h21-S5	F2	
Welch	L	3.3 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; FR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
Winfield, Clark	P	6 SE;bet hwy,riv	550	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
Antigo	P	2 ENE;hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
← Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
← Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N,E,W	910	2	27-S5	F2	Rolling.
" Midway	L	4 ESE;hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1650	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	850	1	24	F1	No fuel January, February.
Burlington, Wereley	L	1 SE;hwy NE	750	1	20-S1	F1	Rolling.
(PC) Cable-Union	P	2.5 SE; riv N	1361	2	33-°L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE;riv SW	627	1	25		Advise use tfc pat over river.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-°L-(S3)	(F3)	N, NW blkd; p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford	L	1.2 NNE;RR E	1400	2	26-°L		NNE blkd.
(PC)Coloma	L	3 NW; hwy 1,2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR,hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Cornell	L	2.5 E; hwy S, W	1143	1	22		
Crandon	L	2.2 SSW; lk E	1640	1	23	(F2)	Use strip.
↘ Crivitz	P	3.3 WSW;dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd. E/W strip ruf.
DePere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW;hwy6E	800	2	26-S5	F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W;bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW;bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC)Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40	F2	N, SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Fond du Lac	P	1.9 ENE;hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC)Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd; p-line NE. Use strips.
Gilbden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg	P	2.0 NE	927	2	42-BL4-W		
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Hales Corners	P	0.7 SSE;hwy W	707	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-°L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE;RR NW	880	4	33-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-W	F4	
Kendall	L	0.6 E; RR S	1080	2	20		Closed-acft. N blkd. Rolling.
Kenosha	P	2.0 S; RR W	623	2	30-°L-S3	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Po-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
Ladysmith, Rusk County	P	6.5 ENE;riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE;hwy E	910	1	20		Unattended.
Lake Mills	L	4.5 NW;hwy S	850	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.8 WNW;hwy N	1550	1	30-BL4-S5-U	F3	P-line N. No services winter months.
Lancaster, Vesperman	L	1.0 ENE	1100	1	18		S blkd.
LAND O' LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	L	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	648	1	28		
Lone Rock, Tri-County	P	2 NNE;hwy S	717	3	36-L2-S5	F2	Code bcn.
(AF,NG)MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6,7-S3-W	F4	Rds E, NE. 2-way rdo rqrd. Unlgtd TV ant. N, trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1600	2	36-S1	F3	
← Manitowoc, Kifkuk	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h26-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-°L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLOSED WINTER. Rolling.
Medford	P	1.8 NNE;hwy W	1410	2	16-S1	F2	Not maintd winter months. Use strips. SW blkd.
Menomonie	L	3.2 NE;RR N	995	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line N, S, E.
Merrill	P	1.2 NNW	1260	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S;RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4800' open all acft days. Rgt tfc rnwy 1, 6.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd trans acft.
Minocqua	P	3.3 S;hwy W	1590	4	37	F2	E, W blkd. Use strips. Land at own risk. Not mainted winter months.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-Ditch E side N/S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec, Jan., Feb., NW blkd.
Nekoosa, Larry's	L	2.5 SW	950	4	30	F1	Use at own risk.
← Neenah, Valley	P	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line S E. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE;hwy N,S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE;bet RR hwy	700	2	25-S1	F2	P-lines NE, SW, NW.
Ojibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
Omro, Reds	L	3 N; RR 1E	800	2	18-°L		Use strips.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	2	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs, runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S NW blkd; p-lines SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-°L-S1-U	F2	
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	925	2	22-°L4		Use strips.
" Chaplins	P	1 NNW;RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	L	1.7 SSW;crk N	780	1	24		Unattended.
" Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
"-Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (2 Oct 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida	P	2.2 WSW;riv SE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Garrie	L	2.3 NE;RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	640	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant. W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	4	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Sparta-Angelo	L	2.2 NE;RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	87	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lake (new)	L	2.5 ESE	637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
→ Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W. RR crosses E and W ends. Land at own risk. SE blkd; p-line SSW.
Watertown	L	1.2 S; riv W	820	3	h28-BL4-S5	F2	NW blkd.
→ Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	860	4	28-(S3)	F2	Atnd week ends.
Waupun	P	2 WSW;hwy N	915	3	25-S3	F2	P-line N. Silos W. E/W strip ruf. Soft-wet. Use strips-wet.
(P)WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wild Rose	L	2.5 NE;riv N	990	2	34		
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	P	3.0 W	1600	2	38-S5-U	F3	W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt.	L	9.0 N; lk W	4630	1	16		Use with caution.
(AF, NG, A) CASPER, Natrona County	P	7.5WNW;hwy SW	5348	4	h90-BL4-S5-U-W	F4	All tfc avoid Wardwell Fld tfc pat.
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4-S7-S5-W	F4	Avoid hospital E. Overrun lights.
(PC)Cody	P	2.0 ESE; hwy S	5096	2	h54-BL4-S5-W	F3	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL3-4-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WYOMING							
← Gillette Arpk		1.7 ESE;RR N					ABANDONED
(PC)GREYBULL	P	2.0 NW; hwy S	3933	2	51-BL4-S5	F3	
Guernsey	L	0.5 SE; RR N	4375	2	32		Ruf. N/S strip rolling.
Hyattville	L	4.4 W; crk S	4400	1	27		
JACKSON	P	9.0 N	6438	1	57-S1	F3	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5NNW;RR S	7282	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-PL4-S1-W	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL3-4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lovell	L	1 SE; hwy W	3850	1	25		CLOSED. SW blkd.
Lusk	P	2.9E;RR, hwy S	4960	1	49-S5	F2	
Medicine Bow 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2WNW;RR N	4165	4	h45 B*L4-S1	F1	P-lines N and E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pinedale	L	6.0 SSE;hwy N	7200	2	45		
(PC) POWELL	P	8.0 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR, hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5476	4	51-BL4-S1	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2-4-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F3	
Sundance, Schloredt	L	1.8 SW	4800	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S; rd NE	4250	1	23		
Thayne, Humphreys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE. Use at own risk.
Thermopolis	L	1.0 N; hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4254	1	h52-BL4-S5	F3	
" Wootenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	23	1	h42-L2-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	
→ SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-BL4-S5-W		80, 100, 115/145 octane fuel avail.
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5 SW; Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	10	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27 closed - marked. Night landings W.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

NOTICES TO AIRMEN
SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .--.. - -.-.. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

TOWER FREQUENCIES ON C&GS AERO CHARTS: Control towers which guard 122.7 mc instead of 122.5 mc for VHF communication with private aircraft will be so indicated by note in the "Remarks" column of the aerodrome tabulations on the back of the appropriate Sectional and Local Aeronautical Charts of the Coast and Geodetic Survey. Such notes now appear on the Chicago Sectional dated June 15, 1956, and the New York Sectional dated June 28, 1956, and will be shown on the next scheduled printings of the other charts concerned.

DISCONTINUANCE OF AIRWAYS BEACONS: Effective October 31, 1956, the following beacons in Region Two are discontinued:

NOTE: Name of beacon is followed by site number and mileage to beacon site.

ALABAMA

Anniston; 70; 1 mi SE at airport
Bankhead Nat. Forest; 16; 30 mi SE Florence
Banks; 35; 38 mi SE Montgomery
Cherokee; 11; 13 mi W of Florence
*Glanton; 27; 30 mi NW Montgomery
Clinton; 56; 28 mi SW Tuscaloosa
Cold Springs; 19; 28 mi NW Birmingham
Dolomite; 24; 6 mi SW Birmingham
Heflin; 71; 10 mi E Anniston
Ewell; 38; 14 mi NW Dothan
Ft. Deposit; 25; 25 mi SSW Montgomery
Hatton; 15; 17 mi SE Florence
Holtville; 29; 16 mi N Montgomery
Hurricane; 14; 1 mi E Mobile
*Lincoln; 68; 11 mi W Anniston
Notasulga; 32;33 mi ENE Montgomery
Searles; 62; 18 mi SW Birmingham

ARKANSAS

Carlisle; 33; 25 mi ENE Little Rock
Forrest City; 39; 40 mi SW Memphis
Spring Hill; 19; 23 mi NE Texarkana
Traskwood; 27; 23 mi SW Little Rock

FLORIDA

*Crestview; 21;2 mi N at airport
Bonita Springs; 11;17 mi S Ft. Myers
Bryceville; 49; 12 mi W Jacksonville
Callahan; 35; 15 mi NW Jacksonville
Ellaville; 42;23 mi S Valdosta
Foley; 54; 44 mi SE Tallahassee
Gulf Hammock; 62; 30 mi SE Cross City
Haines City; transfer to city; 28 mi SW Orlando
Iddo; 53; 31 mi ESE Tallahassee
Lloyd; 37;12 mi E Tallahassee
Masarkyton; 68; 25 mi N Tampa
*Melbourne; 16; 2 mi S Melbourne
Molina; 16; 18 mi NW Pensacola
Murdock; 7; 28 mi NW Ft. Myers
Ponce de Leon; 24; 29 mi E Crestview
Quincy; 33;15 mi WNW Tallahassee
*Roseland; 14; 12 mi WNW Vero Beach
Sneads; 31; 14 mi ESE Marianna
*Stuart; 10; 17 mi S Ft. Pierce
*Titusville; 20; 27 mi E Orlando
Taylors; 47; 36 mi W Jacksonville
*St. Augustine; 28; 5 mi N St. Augustine

GEORGIA

Cartersville; 3; 27 mi NW Atlanta
Chauncy; 48; 50 mi SE Macon
Cochran; 50; 29 mi SE Macon
Douglassville; 76;20 mi WSW Atlanta
Folkston; 37; 30 mi SW Brunswick
Ft. Lamar; 7; 32 mi SW Anderson
*Madison; 5; 43 mi ESE Atlanta
Monica; 48; 24 mi W Jacksonville
*Newman; 39; 30 mi SW Atlanta
Schlatterville; 40; 25 mi SE Alma
Silom; 7; 50 mi W Augusta
Talapoosa; 73; 22 mi E Anniston
Velona; 7; 19 mi N Brunswick

KANSAS

**Kiowa; 22; 15 mi NE Alva, Okla

LOUISIANA

Bayou Chene; 23; 26 mi E Lafayette
Dunn; 33; 25 mi E Monroe
Fort Pike; 2; 20 mi N New Orleans
Lutcher; 28; 30 mi W New Orleans
Mandeville; 2; 23 mi N New Orleans
Sibley; 23; 21 mi E Shreveport

MISSISSIPPI

Batesville; 29; 48 mi N Greenwood
Charleston; 26; 23 mi N Greenwood
Forrest; 46; 34 mi E Jackson
Hernando; 32; 17 mi S Memphis
Marion; 51; 8 mi NE Meridian
Pearlington; 3; 32 mi NE New Orleans
Springhill; 4; 39 mi ESE Memphis
Wanila; 10; 28 mi NE McComb

NEW MEXICO

***Glenrio; 91; 34 mi E Tucumcari

NORTH CAROLINA

Lexington; 26; 2 mi SW Lexington
*Salisbury; 25; 28 mi NE Charlotte
Warrenton; 47; 43 mi NE Raleigh

OKLAHOMA

*Blackwell; 28; 2 mi NW at airport
Carter; 12; 8 mi E Sayre
*Guthrie; 21; 23 mi N Oklahoma City
Kellyville; 31; 20 mi SW Tulsa
Lenapah; 4; 42 mi N Tulsa
Marietta; 7; 14 mi S Ardmore
Okoee; 39; 45 mi NE Tulsa
*Pauls Valley; 13; 2 mi S at airport
Perry; 25; 24 mi S Ponca City
Scott; 19; 35 mi W Oklahoma City
Texola; 9; 16 mi W Sayre
Turkey Ford; 41; 63 mi NE Tulsa
Warwick; 27; 29 mi NE Oklahoma City
Waynoka; 18; 46 mi NE Gage

SOUTH CAROLINA

Bluffton; 13; 19 mi NE Savannah
Effingham; 28; 8 mi S Florence
Gaffney; 17; 16 mi NE Spartanburg
Holly Hill; 26; 31 mi NW Charleston
Kingstree; 25; 31 mi S Florence
Latta; 30; 15 mi NE Florence
Oakley; 21; 15 mi N Charleston
Ravanel; 18; 11 mi SW Charleston
St. Matthews; 23; 25 mi SE Columbia

TENNESSEE

Blountville; 25; 11 mi SW Bristol
*Bradyville; 18; 16 mi SE Nashville

TENNESSEE (Contd)

Graham; 59; 37 mi SW Nashville
Gruetli; 14; 26 mi NW Chattanooga
High Spur; 21; 39 mi SW Bristol
Old Hickory; 65; 12 mi NE Nashville
Lobelville; 58; 45 mi SW Nashville
Smithville; 5; 2 mi N Nashville
Statesville; 3; 33 mi ESE Nashville
Talbot; 19; 27 mi NE Knoxville
Teague; 50; 15 mi SW Henderson
Walling; 6; 11 mi SE Smithville

TEXAS

Alanreed; 5; 63 mi E Amarillo
Aubrey; 3; 35 mi NNE Fort Worth
Banquette; 13; 21 mi W Corpus Christi
Clareville; 19; 38 mi NW Corpus Christi
Damon; 14; 30 mi SW Houston
Delaware Springs; 11-A; 30 mi E Salt Flat
Dealware Springs; 11-B; 30 mi E Salt Flat
Delaware Springs; 11-C; 30 mi E Salt Flat
Delaware Springs; 11-D; 30 mi E Salt Flat
Delaware Springs; 11-E; 30 mi E Salt Flat
Delaware Springs; 11-F; 30 mi E Salt Flat
Ellison; 6; 13 mi W Salt Flat
Falls City; 23; 36 mi SE San Antonio
Fate; 2; 20 mi ENE Dallas

TEXAS (Contd)

Fruitvale; 9; 15 mi W Mineola
Goodlet; 11; 16 mi ENE Childress
Goodnight; 3; 30 mi SE Amarillo
Hawkins; 12; 13 mi E Mineola
Higgins; 10; 24 mi SE Gage
Lamar; 3; 8 mi NE Rockport
Lark; 2; 27 mi E Amarillo
Liberty; 3; 35 mi ENE Houston
Memphis; 8; 8 mi E Memphis
Miami; 6; 18 mi NE Pampa
Navasota; 10; 22 mi SE College Station
Nixon; 4; 37 mi ESE San Antonio
Odem; 16; 13 mi NW Corpus Christi
Orla; 14; 40 mi W Wink
Palacios; transfer to City
Parker; 48; 29 mi S Fort Worth
Port Lavaca; 6; 27 mi SW Palacios
Scottsville; 18; 25 mi W Shreveport
Sterling City; 23; 36 mi NW San Angelo
Vienna; 10; 20 mi E Yoakum
Weir; 37; 27 mi NE Austin
Westbrook; 32; 25 mi ENE Big Spring
White Deer; 3; 32 mi NE Amarillo
Wildorado; 95; 18 mi W Amarillo
Winfield; 10; 24 mi ENE Sulphur Springs
Mentone; 16; 22 mi W Wink

* - Located adjacent airport
** - Site is in Oklahoma
*** - Site is in Texas

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

ARC	Arctic Village, Alaska (Assignment)
EES	Biloxi, Miss., Keesler Rbn (Assignment)
EGH	Eagle Harbor, Mich., (Assignment)
HOK	Hancock, Mich., Keeweenaw Upper Entrance (Assignment)
MKH	Muskegon, Mich., Muskegon Harbor (Assignment)
TBI	Thunder Bay Island, Mich., (Assignment)
TPT	Tawas Point, Mich. (Assignment)

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 25 - Great Falls, Mont. - Correct WB telephone number to read: GLendale 3-3057.

(2) Page 27 - Dyersburg, Tenn. - Correct CAA telephone number to read: ATwater 5-4842.

(3) Page 27 - Beaumont, Tex. - Correct WB telephone number to read: TErminal 5-1113.

(4) Page 80 - Airport Name Index - Fayetteville, Ark. - Correct coordinates to read: Lat 36-00-15.

(5) Page 99 - (Airborne) Charlotte, N. C. (Douglas): Add VOR rcvr check point to read: 005°; above water tank on airport; 500'.

(6) Page 102 - (Airborne) Sulphur Springs, Tex. - Correct VOR check point to read: 229°; over airway beacon light on SE corner of airport.

(7) Page 106 - (Ground) Rock Springs, Wyo. Correct VOR rcvr check point to read: Location #1 - 266°; in center of turn-around E end of rnwy 25. Location #2 - 261°; in center of turn-around W end of rnwy 7.

(8) Page 106 - (Ground) Sacramento, Calif. - VOR rcvr c[illegible] point abolished.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Austin	New Orleans	WAC 407
Del Rio	Oklahoma City	WAC 408
		WAC 467

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Cleveland Local	9-17-56	Pittsburgh Local	9-24-56	WAC 119	9-24-56
New York Local	9-17-56	St. Louis Local	9-17-56	3094	9-13-56
Philadelphia Local	9-24-56				

Instrument Flight Charts
released since September 10, 1956

AL 5 RNG	Akron (CAA Site 9) Field	AL 614 ILS	(NAS)Mun Niagara Falls Arpt.
AL 78 RNG	Douglas Field	AL 804 ILS-1	Friendship Intnl Arpt.
AL 110 RNG	Daytona Beach Arpt.	AL 884 ILS-1	Greater Shreveport Arpt.
AL 206 RNG	Hawkins Arpt.	AL 884 ILS-2	Greater Shreveport Arpt.
AL 233 RNG	Adams Field	AL 890 ILS	Teterboro Arpt.
AL 276 RNG	Selfridge AFB	AL 61 ADF	Rio Grande Valley Intnl Arpt.
AL 385 RNG	NAS Seattle	AL 107 ADF-1	Dayton Airport
AL 387 RNG	Craig AFB	AL 107 ADF-2	Dayton Airport
AL 391 RNG	Barksdale AFB	AL 197 ADF	Ellington AFB
AL 426 RNG	Tri-City Airport	AL 323 ADF	Mountain Home AFB
AL 454 RNG	Sheppard AFB	AL 375 ADF	San Francisco Intnl Arpt.
AL 516 RNG	Raleigh-Durham Arpt.	AL 387 ADF	Craig AFB
AL 571 RNG	Pinecastle AFB	AL 438 ADF	Foster AFB
AL 579 RNG	James Connally AFB	AL 579 ADF-1	James Connally AFB
AL 580 RNG	Bolling AFB	AL 579 ADF-2	James Connally AFB
AL 596 RNG	NAS Glenview	AL 580 ADF-1	Bolling AFB
AL 610 RNG-2	New York Intnl Arpt.	AL 580 ADF-2	Bolling AFB
AL 617 RNG	CGAS Elizabeth City	AL 653 ADF	CGAS Port Angeles
AL 669 RNG	NAS Atlantic City	AL 669 ADF	NAS Atlantic City
AL 804 RNG	Friendship Intnl Arpt.	AL 804 ADF	Friendship Intnl Arpt.
AL 824 RNG	Lake Charles Seaplane	AL 884 ADF	Greater Shreveport Arpt.
AL 884 RNG	Greater Shreveport Arpt.	AL 925 ADF	NAS Point Mugu
AL 914 RNG	China Lake NAF	AL 81 VOR	Chicago Midway Arpt.
AL 925 RNG	NAS Point Mugu	AL 110 VOR	Daytona Beach Arpt.
AL 26 ILS-1	Atlanta Airport	AL 197 VOR	Ellington AFB
AL 61 ILS	Rio Grande Valley Intnl Arpt.	AL 206 VOR	Hawkins Airport
AL 107 ILS-1	Dayton Airport	AL 266 VOR	Missoula County Arpt.
AL 107 ILS-2	Dayton Airport	AL 276 VOR	Selfridge AFB
AL 206 ILS	Hawkins Airport	AL 375 VOR	San Francisco Intnl Arpt.
AL 294 ILS	(NAS) Mun Metro. Oakland	AL 395 VOR	Sioux City Airport
AL 375 ILS	San Francisco Intnl Arpt.	AL 454 VOR	Sheppard AFB
AL 426 ILS	Tri-City Airport	AL 579 VOR	James Connally AFB
AL 540 ILS-1	Joplin Airport	AL 684 VOR	Goodland Airport
AL 540 ILS-2	Joplin Airport	AL 945 VOR	Waterloo Airport

RF 2, 4, 5, 8, 9
RF Legend
RF Dates of Latest Prints
RF Terminal Area - Atlanta, Kansas City-Topeka, Oklahoma City
RF-VOR Terminal Area - Dallas-Ft. Worth, Jacksonville, Kansas City-Topeka, Miami, New York, Oklahoma City, Philadelphia, Shreveport, St. Louis, Tulsa, Wichita-Hutchinson.

NEW CHARTS

AL 582 RNG-4	Seattle, Washington	Seattle-Tacoma Intnl Arpt.
AL 45 ADF	Bellingham, Washington	Bellingham Airport

(2 Oct 1956)

AL 391 VOR Shreveport, Louisiana Barksdale AFB
RF Alaska

DISCONTINUED CHARTS

AL 94 VOR Columbus, Ohio (NAS) Mun Port Columbus Arpt.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 14, dated September 18, 1956, as follows:

(1) Page 4 - On Request Reporting Points: Under Designate: Cancel the following intsxns effective October 18, 1956:

Item 13 - LOFALL (VHF) INTSXN - the intsxn of the 351° mag (013°T) radial of the Olympia, Wash. VOR and the NW course of the Seattle, Wash. VOR.

Item 25 - SILVERDALE (VHF) INTSXN - the intsxn of the 351° mag (013°T) radial of the Olympia, Wash. VOR and the 281° mag (303°T) radial of the Seattle, Wash. VOR.

(2) Page 7 - Minimum En Route Altitudes; effective October 18, 1956:

(a) Add the following item: V-35 (amended to read in part)

*Shrimp INT, Fla.	Scallop INT, Fla.	**4000

*6000 - MRA
**1000 - MOCA

Scallop INT, Fla.	Lobster INT, Fla.	*6000

*1000 - MOCA
(This removes conflict in altitudes between same segment of V-97)

(b) V-73 -- Disregard this item.

(c) Delete data on V-97 between Cross City and Tallahassee via E alternate.

(d) V-107, Coalinga to Oakland should read:

Coalinga, Calif. VOR	*Oakland, Calif. VOR	7000

*2500 - MCA Oakland VOR, SE-bound

Larry INT, Calif.	Mt Hamilton INT, Calif N-bound only	6500
Mt. Hamilton INT, Calif.	Mt. Day INT. Calif. N-bound only	6000
Mt. Day INT, Calif.	Mission INT, Calif. N-bound only	5000
Mission INT, Calif.	Oakland, Calif. VOR N-bound only	3500

(e) V-163 -- Disregard this item.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sundays only. (9-28)

BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (8-30)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine ALABAMA: conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends.(5-11)

** HUNTSVILLE MUN ARPT: N/S rnwy now 5200'. (10-1) Rcvd too late for arpt directory.

MONTGOMERY-DANNELLY FLD-TOWER: About Oct 16, ILS glide slope, MM and LMM will be shut down until approx Jan 1 - relctn. Lclzr, OM and LOM will remain in opern. FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail days, easternmost 6000' avail sunset to sunrise to civil acft. Western end mrkd by flags -days, lgts-ngts. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

ARIZONA: AJO ARPT: Beacon and lights inoperative (6-18)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FORT HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until December 15, 1956 - artillery firing and drone flying. (9-10)

GILA BEND-SPECIAL NOTICE: Captive balloons anchored on 1500 ft cables will be flown 1100 Mon thru 1100 Fri on 24 hour basis at Dateland and Gila Bend Aux AFB. Lgtd by one red light ngts. Extreme caution advised at low alts near these locations. (8-23)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.(8-23)

HASSAYAMPA-RADIO: September 25, VOR/DME shut down until approximately October 3. (10-1)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

★TUCSON-RADIO: VOR/DME coverage:360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000' 075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000';225°-230° 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'.(7-17) Effect 0001Z Sept 28, Gilpin FM on 302° radial VOR rng ident changed to "A". (9-7)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000'MSL coverage 35 mi 225° thru W to 325°. (3-30)

FT.SMITH-RADIO: VOR flgt-checked Sept 22, opern normal.

HARRISON ARPT: Fld clsd ngts.

**MAGNOLIA ARPT: 289'(639'MSL) lgtd rdo twr erected 2.1 n mi NE at lat 33-15-50, long 93-10-45. (9-1)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const.(3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: Sept 27, VOR/DME flgt-checked, opern normal.

CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys.

**BURBANK-LOCKHEED AIR TERMINAL ARPT: Five 80' lgtd highline poles lctd 1 mi W.

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CHINO PACIFIC ARPT: Clsd to all acft xcpt on official business PAC Airmotive Co. Equip on or near rnwys-caution. Rnwy 3-21 under const both ends. Rnwy 8-26 clsd.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

CALIFORNIA: DAGGETT-RADIO· VOR flgt-checked on arwy radials only.
DIXON ARPT: Closed. (8-30)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area
FAIRFIELD-SUISUN ARPT: Unattended - no fuel available. (8-30)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. About Dec 15, VOR will be shut down until approx Jan. 15. During that period, the following arwys will not be usable: V-107 LAX-Maricopa Int; V-209 LAX-Int FIM 296°, SBA 013°; V-12 SBA-Saugus Int. (9-26)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checkd.
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000' 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down - relctn. (8-17) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd-usable length 6750'. Extreme caution apch end rnwy 11, large equip working in rnwy extension area. (7-5)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress.
KLAMATH-McBETH ARPT: Closed. (6-13)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'.(9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd-const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (6-27) About Oct 12, 3 SE neon lgts rnwy 30 will be discontd. (9-27)
LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR and LF combined. (7-16)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16) About Oct 15, VOR will be shut down until approx Novl5. During this period the following arwys will not be usable: V-23 Long Beach-White Oaks Int; V-16 Ontario-Los Angeles; V-107,209 Fillmore-Los Angeles; V-201 Corbina Int-Berry Int; V-210 Daggett-Los Angeles. (9-26)
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise at ATC. Jet acft pat. down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)
LOS ANGELES-SAN FERNANCO VALLEY ARPT: Tfc direction indicator inop 2300-0700.
MARYSVILLE-RADIO: Sept 4, VOR shut down.
NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy.(7-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contac: Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco

CALIFORNIA: should contact San Francisco Approach Control on 118.5 mc Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt.(1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE· Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.
OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndgs area All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area.
OCEANSIDE-RADIO:Sept 25, VOR shut down until approx Oct 16. (9-25)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°,26 n mi at 13,000'350°-360°,35 n mi at 13,000'
ONTARIO INTERNATIONAL ARPT-TOWER: About Oct 8, ILS will be shut down until approx Oct 13 - freq change. FLD: Make turns on or off taxiway S side rnwy 7-25 at intsxns only Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi.(4-20)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000';235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'
QUINCY-GANSNER FLD: E 700' E/W rnwy and taxi strip unusable.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
**SACRAMENTO-BRANSTETTER ARPT: 574'(MSL) antenna twr erected 3.9 n mi SE (152°T) at lat 38-35-16, 121-29-22.(7-6)
**SACRAMENTO-CAPITOL SKY PARK ARPT: Two 180' lgtd rdo twrs erected 10 n mi N (11°T) at lat 38-36-24, long. 121-32-06. (9-11)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000', 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20° 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°
SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd-jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)
SAN FRANCISCO INT'L ARPT-TOWER: Soon freq 257.8 mc will be decmsnd. (9-14)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SANTA BARBARA-RADIO: About Oct 29, ILS will be shut down for lclzr freq change until approx Nov 10. Freq will be changed from 108.3 to 110.3 mc. (9-26) DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. About Nov 15 VOR will be shut down until approx Nov 30. During this period the following arwys are not usable for IFR; V-12 Santa Barbara-Fillmore; V-25,27 Paso Robles-Camarillo; V-27W Paso Robles-Santa Barbara; V-183 Santa Barbara-Maricopa Int (9-26)
SANTA BARBARA ARPT: 30' mobile boom optg between apch ends rnwys 3L and 7 daylgt hrs. Boom lgtd and lowered nights. (9-24)
SANTA MONICA-RADIO: TVOR radials 030°,075°,210°,260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700 and 2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain dtich 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

CALIFORNIA: SANTA PAULA ARPT. Work in progress S side of fld. Caution - trucks S of rnwy. Area S of rnwy soft, muddy (9-1)

STOCKTON FLD: Rnwy 16-34 clsd All taxiways xcpt taxiway A clsd Excavation with hvy equip. in progress in all clsd areas mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Sat and Sun Acft utilizing Stockton rdo rng for simulated rng apchs exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi, 145°-175°, 40 n mi; 175° thru 180° to 250°. 20 n mi, 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Clsd - reconstruction (5-18)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT Rnwy hazardous. Soft spots due rodent activity and grading.

WILLIAMS-RADIO: Sept 4, VOR shut down. During this period the following arwys will not be usable: V-195 Red Bluff - Sacramento; V-195W William - Rio Int; V-212 Fort Ross Int - Coloma Int, V-200 Lakeport Int - Mt. Lola Int. (9-24)

COLORADO: AKRON-RADIO: About Oct 8, VOR will be shut down until approx Nov 1. During shut down the following arwys are not usable for IFR opern: V-8S Akron - Bennett Int; V-220 Akron-Longmont. Temp minimum en route alt on following arwys will be: V-8 Denver VOR to Akron Int. MEA 9000'; Akron Int to Imperial VOR MEA 7000'. V-132 Cheyenne VOR to Akron Int. MEA 11,000'; Akron Int to Goodland VOR MEA 9000'. (Akron Int is being estab as the Int of the Denver VOR 062°M radial and the Thurman VOR 348° M radial.

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N & E due to exten. instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo required (9-12)

LONGMONT ARPT: NW/SE rnwy under const. (3-13)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

PUBELO-RADIO: Sept 12, VOR shutdown until approx Sept 28. During this period the following arwys will not be usable: V-19 Kiowa - Raton; V-114 Pueblo - Dalhart; V-10, 10 N Pueblo - Lamar. (9-24)

PUEBLO MEMORIAL ARPT: Caution-extensive const entire concrete ramp area. Men, equip. on ramp days - hazard areas mrkd by flares ngts. (7-17)

CONNECTICUT: BRIDGEPORT-RADIO: About Oct 2, LFR will be shutdown until approx Oct 6.

HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon-Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285° 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: FORT MILES-SPECIAL NOTICE: Anti-acft firing to be conducted 1200-1800 E Oct 9-12, 15 and 16 in Fort Miles Controlled Firing Area described as follows: Beginning near Rehoboth Beach, Del. at 38-40-45N, 75-04-09W to 38-45-30N, 75-01-24W to 38-43-00N, 74-57-10W to 38-38-50N, 74-55-33W to 38-36-15N, 74-57-00W to 38-37-54N, 75-04-50W to point of beginning. (9-24)

GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. (3-29)

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inop. (8-18) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps.

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecaria, Md.

WASHINGTON-RADIO: LFR SE bends 4-9 n mi fr m stn; 17-22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2, 318.2, 348.6 mc only in Washington Met. Area.

WASHINGTON NATIONAL ARPT: Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-26) USAF, NAVY CG: Clsd to all acft

DIST. OF COLUMBIA: xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG & Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat & Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200' (346' MSL) lgtd steel stack being erected 1.3 n mi E.

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

DAYTONA BEACH-RADIO: VOR/DME shut down until approx Oct 15. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. Due to temp shutdown, temp MEA V-3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (9-24)

EVERGLADES ARPT: Open - const completed. (10-1)

FT MYERS-RADIO: VOR radial 131°, V35, not usable - excessive scalloping and bends.

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operns. (8-13)

★KEY WEST-RADIO: E course LFR realigned to 254°. (10-1) Rcvd too late for ANRA page.

KEY WEST-INTN'L ARPT: Caution new fld under const. No ngt operns. Const equip on and about rnwys. Rnwys 3-21 & 11-29 perm clsd; rnwy 16-34 clsd; rnwy 8-26 temp open. Large or fast acft taking-off from rnwy 8 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 & C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat, & Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

★MIAMI-RADIO: Oct 1, W course LFR realigned to 095°. Rcvd too late for ANRA page.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flgts operating within an area of 10 n mi radius at ngt, at alts of 3000 ft or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators & pilots request cooperative compliance by itinerant flgts.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into & out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only & take-off authorized on rnwy 27 only. Take-offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.

PANAMA CITY-FANNIN FLD: NW/SE rnwy clsd ngt opern. Trees penetrate standard apch zone to rnwy 32. Caution - shoulders soft. Men and equip. adj rnwys. (9-8)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs, Mon-Sat. Intensive ngt flgt trng to 8000' in 146 & 147 sunset-0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on arwys. Mil acft to Pensacola should proceed or arwys or between 1500 & 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy #30 between Crestview & Mc David Int is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000 and 10,000'.

PORT ST JOE-SPECIAL NOTICE: 178' (188' MSL) lgtd rdo tower being erected 0.85 n mi SE at lat 29-47-23, long. 85-17-14. (8-27)

**ST AUGUSTINE-FAIRCHILD-ST AUGUSTINE ARPT: Rnwy 16-34 clsd - marked as ramp and taxiway. (9-10)

FLORIDA: TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)
TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Rnwy 9-27 clsd to air carrier night operns. (10-7) Lighted steam generating plant being erected 22.6 n mi SSE at lat 30-05, long 84-10. (8-27)
**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500 ft. unless in contact with and cleared by MacDill AFB twr. Military acft operg VFR in Tampa Bay area should avoid Tampa International and Pinellas County International control zones or remain above 2500 ft. unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all airports. (7-11)
TAMPA-RADIO: VOR courses 95°-105° unusable.
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd nights. (2-15)
GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt contact Turner twr on 126.18 mc for Advi[illegible] Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-SPECIAL NOTICE: Effective 20 Sept, Form 511.1, dated Nov 12, 1954, Missed Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand feet and proceed on SW course ATL LFR within 20 miles."
ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb. 15. All jet type acft operg on IFR flight plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Altanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)
ATLANTA ARPT: Acft arriving arpt make initial contact with Atlanta apch control on 120.7 mc regardless of weather or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Rnwys 27R-9L and 33R-15L clsd. (4-21)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT-TOWER: Nov. 6 thru Nov 11, mobile ctl twr will oper 0800-2100. Lctd: SSE side near intsxn rnwys 29 and 26. Trans freq: 278 kc, 118.1, 126.18, and 257.8 mcs. Rcvg: 3023.5 kc, 118.1, 126.18, 257.8, and 122.5 mc. Voice call: "Brunswick". (9-24)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29) VOR courses 350°-30° unusable acct bends and roughness. (3-17) About October 15, VOR will be shut down - relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long 85-01-06, 6.2 n mi NW of arpt. (8-30)
COLUMBUS ARPT: E/W rnwy clsd - const. (8-14)
LA GRANGE-RADIO: VOR flight-checked on arwys radials only. About October 15, VOR will be shut down - relctn. About Dec 13, will be recmsnd at lat 33-02-54, long 85-12-24, 7 n mi NW of La Grange Arpt. (8-30)
MACON-RADIO: VOR/DME usuable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch a must be ADF disregarding on-course signals and pilot must monitor fac durg such use
ROYSTON-RADIO: VOR/DME shut down July 9, until approx October 10. Temp change i MEA during shut down period V20 ATL-SPA 5000', V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'. (9-24)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with xcptn of arpt apch course 003°, usable to 10 n mi.
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
**DIXIE USFS ARPT: Open - const completed. (9-29)

IDAHO: MALAD CITY-RADIO: VOR coverage 360.-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lights inop. (6-29)
TWIN FALLS-RADIO: About October 8, VOR will be shut down until approx Nov 10. During shut down, the following arwys are not usable for IFR: V-48 Burley-Glenns Ferry Int. (During this period Glenns Ferry Int. is described as int of Burley 274° M and Mountain Home TVOR 077° M) (9-26)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide, lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above grnd on SE edge of excavation paralleling rnwy. Men & equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long 89-48, and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000 ft and 5 mi, between 2500 ft. and 5500 ft. MSL.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1) Sept 17, VOR/DME shut down until approx Oct 26 - modernization. (9-17)
**BRADFORD BCN SITE 29, MKC-MDW: Effect October 12, bcn will be decommissioned.
CHAMPAIGN ARPT: 20' poles erected approx 150' N and adj to E/W rnwy. (9-5)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx. 600 ft south of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Multiples on NW course LF rng.
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lights to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20, mi all azimuths, beyond 9 mi 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. (8-24) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance light installed on each side of green threshold lgts on apch end rnwy 31L.
CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14L-32R clsd daylgt hrs - const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of [illegible] direct commun with ctl twr. (4-27)
**CHICAGO-SMITH SEAPLANE BASE: ABANDONED. (8-24)
CHICACO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155 -347°, 35 n mi at 2000' MSL. (6-12)
**CLIFTON TERRACE BCN SITE 1, STL-MDW: Effect October 12, bcn will be discontinued.
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)
ELMHURST ARPT: Effect December 31, 1956, fld will be closed. (4-2)
GALESBURG ARPT: Const equip on fld in NE and SW portions. Lgts inop. Attended daylight working hours. Land at own risk. (9-17)
HARVARD-DACY ARPT: 251'(1268'MSL) lgtd rdo twr being erected 7.5 n mi WNW(290°T) at lat 42-28-57, long 88-47-28. (8-28)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
NAPERVILLE -SPECIAL NOTICE: Caution - intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long 88-08, about 5.5 mi S of Naperville or 5 mi SSW Naperville VOR on 189° radial. (9-20)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-1).
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at MEA.

ILLINOIS: POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.
PONTIAC-RADIO: Sept 4, VOR will be shut down until approx Nov. 4. - modernization.
**QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity rnwy lgy system cmsnd on rnwy 3-21.
ROCHELLE ARPT: 238'(1230MSL) lgtd rdo twr being erected 8.7 n mi (121°T) at lat 41-50-44, long 88-55-26. (8-28)
ROCKFORD-RADIO: About Oct 15, LFR will be shut down for approx five days. (9-24)
About Oct 12, H fac ident will be changed from RFD to RKF. (9-27)
ROCKFORD-GREATER ROCKFORD ARPT: 201'(1081) lgtd rdo twr being erected 4.2 n mi WNW(304°T) at lat 42-15-00, long 89-11-35. (8-28) Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men, equip crossing rnwy-days. (7-7)
**SHERIDAN BCN SITE 35, MKC-MDW: Effect. October 12, bcn will be discontinued. (8-28)
SPRINGFIELD-CAPITAL ARPT: Men and farming, mowing equip on fld-days.
**WALNUT BEACON SITE 32, OMA-MDW: Effective Oct 12, bcn will be discontd. (9-19)
WHEELING-RADIO: About Nov 15, VOR will be cmsnd at lat 42-11-23, long. 87-56-23. Freq 116.2 mc Ident: EEL. Monitor. category (I). Ctl from Chicago INSACS. Class BVOR.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma & Newport & is bounded by latitudes 39-50, 39-52 & longitudes 87-21, 87-26.
CAMP ATTERBURY - SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB - RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
EVANSVILLE-RADIO: About Oct 29, VOR will be shut down until approx Dec 29. (9-18)
FORT WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. Aug 7, VOR shut down until approx Sept 30 - modernization (8-7)
FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. (9-27) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.
**FRENCH LICK-ARPT: 105'(927'MSL) lgtd rdo twr erected 2.9 mi (256°T) at lat 38-32-24, long 86-39-19. (9-12)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX with voice ident. Lclzr freq 109.1 mc (without voice) ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)
**INDIANAPOLIS-SHANK ARPT: 165' rdo twr 1.1 n mi E (90°T) at lat 39-48-35, long 86-12-40, dismantled. (9-11)
INDIANAPOLIS-WEIR COOK ARPT-TOWER: Sept 27, ASR shut down until approx Oct 7. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All military jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

INDIANA: TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc. Trans and rcvs 118.3, 121.5, 121.9, 126.18, 236.6, 243.0 mc. Rcvs 122.5mc, 3023.5 kc. Hours opern: 0600-2200. (9-20)
TILDEN-RADIO: See Indianapolis, Ind.
VALPARAISO -PORTER COUNTY ARPT: 353'(1025'MSL) lgtd rdo twr being erected 9.1 n mi S (184°T) at lat 41-18-16, long. 87-01-30. (8-22)
IOWA **ANITA BEACON SITE 5, OMA-MDW: Effective Oct 12, bcn will be discontd. (9-19)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CEDAR RAPIDS-RADIO: VOR operg. experimentally. Freq 115.8 mc. Voice ident only.
DES MOINES-RADIO: Oct 1, the lclzr and glide slope facility shut down until approx Oct 15. (10-1)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
IOWA CITY-RADIO: About Oct 29, VOR will be shut down until approx Dec 29. (9-18)
**LYNNVILLE BCN SITE 16, OMA-MDW: Effect. October 12, bcn will be discontinued.
MASON CITY-RADIO: Sept 4, VOR shut down until approx Nov 1.
**ONAWA BEACON SITE 5, OMA-BIS: Effective Oct 12, bcn will be discontd. (9-20)
OSKALOOSA ARPT: NE/SW rnwy closed indef. NW/SE rnwy now 120 ft. wide.
SIOUX CITY-RADIO: Sept 24, VOR/DME shut down until approx Oct 24. (9-24)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip on rnwys, taxiways and ramp all hrs-check latest NOTAMS for rnwy closures.
WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Nov 30 - modernization.
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.
**CASSODAY BCN SITE 34A-AMA-MKC: Effect. October 12, 1956, bcn will be discontinued.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
**EL DORADO ARPT: 300' (1660' MSL) lgtd twr erected 3.3 n mi NW (336°T) at lat 37-49-30 long 96-51-44. (9-19)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt. (5-29)
GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28) About Oct 29, VOR will be shut down until approx Dec 29. (9-18)
GARDEN CITY MUN ARPT: 200' (3171'MSL) lgtd temporary twr erected 11.9 n mi W(281°T) at lat 38-00-20, long 101-03-48. (9-17)
**GREAT BEND MUN ARPT: 240'(2130' MSL) lgtd rdo twr erected 3.0 n mi ENE (85°T) at lat 38-21-18, long 98-48-52. (9-12) 274' (2131'MSL) lgtd steel twr erected 4.5 n mi ENE (82°T) at lat 38-21-10, long 98-47-05. (8-27) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)
**GUEDA SPRINGS BCN SITE 30 FTW-ICT: Effect. October 12, bcn will be discontinued.
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15 thence southeast along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
**LIBERAL ARPT: 680' (3504'MSL) lgtd TV twr erected 2.0 n mi E(110°T) at lat 37-02-09, long 100-54-36. (6-29)
OSBORNE ARPT: Strip lgts inop.
OTTAWA ARPT: Use turf strips with caution. (2-2)
**OTTAWA BCN SITE 42, TUL-MKC: Effect. October 12, bcn will be discontinued. (9-19)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL-RADIO: About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)

KANSAS: RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - mrkd.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only.
WICHITA ARPT-TOWER: Sept. 22, apch control fac moved to McConnell AFB. Wichita apch control trans following freqs: 332 kc; 113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4 mc; rcvs on 3023.5 kc; 120.1, 121.5, 122.5, 124.5, 125.7, 135.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0 mc. Wichita RAPCON ASR radar operg test basis only and will be used for trng purposes. (9-25) FLD: Const on SE corner clear of rnwys. Mowing equip. on fld days. **Acft remain on concrete area. Sod unsafe.**
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is limited to advisory tfc information only for rdo equipped acft to and from Cessna Arpt.
Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 mc or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: About Oct 1, radar arrival control will be available. (8-29) May 21, ILS glide slope and MM shut down. (9-24) FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for runway extension. Equip on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)
PADUCAH-RADIO: VOR has moderate bends in NE quad.
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL.

LOUISIANA: BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT:-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188° T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V-18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.
**NEW ORLEANS ARPT: Two 330' MSL derricks (lgtd top level only) erected 7.0 n mi S (202° T) at lat 29-56-15, long. 90-03-27. (8-30) Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down until approx Oct 6 - relctn. (8-6) FLD: Caution stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

LOUISIANA: SHREVEPORT-DOWNTOWN ARPT: Equip. working either side rnwy 14-32. Open ditch 12 ft from edge of rnwy. Mrkd - flares ngts - Caution.
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
**CARIBOU ARPT: 292° (962' MSL) lgtd TV twr erected 9.0 n mi SSE (179° T) at lat 46-43-44, long. 68-00-07. (9-19)
HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894' MSL) lgtd rdo twr lctd 5000' SE (135° T) of center of airport.
LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.
MILLINOCKET ARPT: Apron clsd all operns - const. (7-30)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn- 300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const.
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
SANFORD ARPT: Drag races will be held 0800-1700 on Oct 7. (5-28)
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.
BALTIMORE-MARTIN ARPT: Rnwy 10-28 clsd thru 20 October; men & equip. on rnwy.
FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp rescinded.
GRANTSVILLE-RADIO: About Dec 1, VOR will be cmsnd. Freq: 110.4 mc. Ident: GRV. Lctd: lat 39-38-06, long. 79-03-00. Elev: 2665' MSL. Monitoring category (1). Class: VORW. Monitoring from Morgantown, W. Va. INSACS. (9-25)
HAGESRTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts.
SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.
BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking.
**BOSTON-LOGAN ARPT: Rotating bcn relctd 1350' S on top of new arpt tfc ctl twr. Height 125' (150' MSL) lat 42-21-56, long. 71-01-07. (9-10) Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by Civil Aeronautics Regulation 60.2. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L-lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg system rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of alternating red and white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts

MASSACHUSETTS: lctd at the 1100' point. All bar type lgts present perdominately red indication. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower. About August 27, apch lgtg sys will be inop for approx 21 days - construction.
CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi.
FALMOUTH-COONSMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.
ORANGE ARPT: All rnwys clsd Sun. Oct 21 from 1300 to 1800-fld mrkd.
REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge fld.
BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day optn. 1450' E end not lgtd. Use 3650' lgtd section for ngt optns.
BIG BEAVER ARPT: E/W rnwy soft. N/S rnwy - emerg only.
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
COLDWATER-BRANCH COUNTY ARPT: Closed to all operations - construction.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft. 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR AIRPORT-TOWER: Sept 17, lclzr & glide slope shut down until approx October 20. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EAST LANSING-DAVIS ARPT: 1023'MSL TV twr being erected 7.2 n mi SE(140°T) at lat 42-41-14, long 84-22-35.
EASTPORT-TORCHPORT ARPT: Caution -NW/SE rnwy under construction.
ESCANABA ARPT: Construction W end of E/W rnwy.
FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft.
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R closed all traffic.
HILLSDALE ARPT: 254'(1446'MSL) lgtd rdo twr being erected 6.2 n mi SSW(217°T) at lat 41-51-33, long 84-44-57.
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction.
IRON MOUNTAIN-FORD ARPT: N/S rnwy under construction.
JACKSON-REYNOLDS ARPT: 306'(1341'MSL) lgtd antenna being erected 10 n mi W(270°T) at lat 42-16-14, long 84-39-23.
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW.
KEELER-RADIO: About Nov 15, VOR will be cmsnd at lat 42-08-40, long 86-07-22. Freq: 115.1 mc. Ident: ELX. Monitor: category (1). Ctl from South Bend, Ind. INSACS. Class: BVOR.
L'ANSE-MUZZY'S LODGE ARPT: Closed.
LANSING-CAPITAL CITY ARPT-TOWER: Two trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. About Oct 8, lclzr & glide slope will be shut down until approx Nov. 17. FLD: Acft parked W side fld E of apron. A processing seed plant 65'(910'MSL) const 2650' SE end of NW/SE rnwy lgtd. Rnwy 14-32 clsd - construction on fld. Men, equip on fld. Taxiway under const connecting the ramp area to end of rnwy 27.
LITCHFIELD-RADIO: Aug 6, VOR/DME shut down until approx Sept 30 - modernization.
MARQUETTE-COUNTY ARPT: Closed - construction.
MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn.

MICHIGAN: MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.
PONTIAC MUN ARPT: Const W of fld.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed.
SAULT STE MARIE ARPT: Bcn and rnwy lgts inop.
SAULT STE MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. About Oct. 1, ILS glide path and localizer will be shut down - until approx Dec. 15 - relctn of lclzr.
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const- marked.
MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long 94-55. Strip 2500' x 200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip on fld -days.
**ELIZABETH BEACON SITE 82, HLN-MSP: Effective Oct 12, bcn will be discontd.
GRAND RAPIDS MUN ARPT: N/S and E/W rnwys closed - construction.
MANKATO MEMORIAL ARPT: Runway lgts inoperative.
MINNEAPOLIS-ST. PAUL INTERNATIONAL(WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways.
**READS BEACON SITE 28, CHI-TWIN CITIES: Effective Oct 12, bcn will be discontd.
**REVERE BCN SITE 18, MKC-MDW: Effective October 12, bcn will be discontinued.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt.
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - const in progress-rnwy being converted to 60' taxiway.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability.
WORTHINGTON ARPT: N/S rnwy clsd - const-machinery on other rnwys.
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius. Effective August 24, NE/SW rnwy clsd - construction.
GREENWOOD-RADIO: LF rng shut down until approx Oct 2 - repairs.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'.
MERIDIAN-RADIO: Sept 25, VOR shut down-relctn. About Dec 13, will be recmsnd at lat 32-22-44, long 88-48-12, 3.3n mi NW arpt. Freq will be changed to 115.4 mc. During shutdown the following temp MEA effect: V-18 JAN VOR to TCL VOR 5000'; V-18 JAN VOR to MEI LFR 2000'; V-18 MEI LFR to TCL VOR 2500'; V-154 MEI LFR to Safford Int 2000'; V-18S JAN to MEI VOR and V18N MEI VOR to TCL VOR unusable. (10-2)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked.
**NATCHEZ-ADAMS COUNTY ARPT: 140'(367'MSL) drilling derrick erected at lat 31-36, , long 91-17.
YAZOO CITY-BARRIER ARPT: 300'(580'MSL) twr being erected 5.4 n mi SSW (210°T) at lat 32-47-55, long 90-22-24.
MISSOURI: **BREWER BEACON SITE 53, NEW-STL: Effective Oct 12, bcn will be discontd.
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 acft Mon-Fri. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT: Rnwys 17-35 clsd- repaving.
KANSAS CITY-RADIO: Moderate multiples all courses LFR.

MISSOURI: **KANSAS CITY ARPT: A lgtd rdo transmitter bldg and antenna array constd 50' above ground, 92' from E edge of N/S taxiway at lat 39-07-50, long. 94-35-20. (8-24)
Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Caution -men and equip. on fld. 909' MSL lgtd steel truss bridge under const across Missouri River 700' SSE at lat 39-07, long. 94-35. All acft equipped with multiple rdo freq ctc apch ctl for wind, rnwy & pertinent tfc information prior entering Kansas City control zone. New addition to N taxiway beginning at S end E/W rnwy extending southward to the short taxi cut-off from ramp to rnwy 35. Men and heavy equipment in this area during daylight hours will be crossing taxiway with trucks and other equipment from the twr bldg S to Braniff hangar-area - mrkd. 55' (976' MSL) lgtd boom on top travelling derrick in opern on new Missouri River Bridge at lat 39-08, long. 94-35. Open trench along N taxiway from term area N to E/W rnwy then W on S side of E/W rnwy and at intsxn of rnwy 35 and 21 - approx length 150'. Open trench 18" deep along N side of short taxiway leading from term ramp to rnwy 35-men, equip. on fld and crossing N taxiway. (6-27) Extreme caution - N taxiway clsd to all tfc from Executive Acft. Co. N to N side of NW taxi strip. Barricaded and flared. Men and equip. on taxiway. Pile driver 60' boom lctd on N dike approx 2000' N of N end rnwy 18, approx 500' E of apch lgts of rnwy 18. Boom upright during daylgt, lowered at night. (9-19)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft except on official business or upon permission from Director of Military Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive military student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
**MALDEN BCN SITE 45, NEW-STL: Effect. Oct 12, bcn will be discontinued. (9-19)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
**NEOSHO BEACON SITE 43B, AMA-STL: Effect. Oct 12, bcn will be discontd. (9-19)
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35N to lat 38-54, long. 90-35NNW to lat 39-00, long. 90-39W to lat 39-00, long. 90-45S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-20)
ST LOUIS-RADIO: Sept 11, VOR shut down until approx Nov 1 - modernization. (9-12)
ST LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys apchs rough and unusable. Grass area closed. (5-25)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
**SPRINGBLUFF BEACON SITE 64, AMA-STL: Effect. Oct 12, bcn will be discontd. (9-19)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
**WELLINGTON BCN SITE 3, MKC-STL: Effect. Oct 12, bcn will be discontinued. (9-19)
**WILLIAMSBURG BCN SITE 15, MKC-STL: Effect. Oct 12, bcn will be discontinued.
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down - relocation. (9-24)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
**BUTTE ARPT: 200' (8250'MSL) lgtd antenna erected 3.1 n mi NE (46°T) at lat 46-00-27, long. 112-26-30. (8-23)
CUT BANK-RADIO: Aug 3, VOR shut down until approx Oct 3. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank. (8-2)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 150°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n

MONTANA: mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 2. n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)
**CURTIS BEACON SITE 24, DEN-GRI: Effect. Oct 12, bcn will be discont'd. (9-19)
**DAVID CITY BCN 82A, SLC-OMA: Effect Oct 12, bcn will be discont'd. (9-20)
LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (9-26)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
OMAHA-CLEARRIDGE ARPT: 464' (1727'MSL) lgtd rdo twr being erected 1.5 n mi (96°T) at lat 41-19-00, long. 95-59-52. (9-13)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: S 600' N/S rnwy clsd - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600'MSL. All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: Only VOR arwy radials flgt-checked. Oct 1, VOR will be shut down until approx Dec 1 - modernization. During this period, following arwys will not be usable: V-6 BAM-LWL; V-32N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239° - MEA 13,000'. (9-24)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri. (tel. Concord, Capital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

NEW HAMPSHIRE: CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed.

NASHUA-BOIRE FLD: Caution-banner pickups and drops durg daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green range lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy.

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operations.

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32-not usable on any part. Other rnwys open to civilian and military tfc.

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. VOR has moderate roughness all quads.

LAKEHURST NAS-RADIO: Navy LF rng and homing fac inop until approx Oct 1.

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days- not maintained. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and night.

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT: 130' cranes operg in seaport area E of apch end of rnwy 29. 80' pile driver 300' E of W end rnwy 11-29 and 800' N of centerline rnwy 11-29; mrkd days, lgtd nights. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Two-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const- taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip. on fld. MILITARY: Clsd to military acft xcpt on ofl bus. Clsd to all fighter type, jet acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-used paved areas only.

**RED BANK ARPT: 363'(523'MSL) rdo relay twr erected 5.0 n mi NNE(26°T) at lat 40-24-11, long 74-02-38.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT-TOWER: About Oct 10, LMM will be cmsnd, with voice. Freq: 326kc, ident: EB. FLD: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off wt under 9000 lbs. Rnwy 32 clsd for takeoffs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 mi with moderate to severe roughness.

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only.

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45W.

AZTEC ARPT: N/S rnwy clsd - construction.

CLOVIS AFB: Heavy jet traffic 0600 to 1500 hours (MST) daily, Monday thru Friday.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 26L-8R and 17-35 clsd to all tfc.

FARMINGTON ARPT: Rnwy 6-24 clsd construction.

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE Mon-Fri, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Boundary and runway lights inoperative.

LOVINGTON-LEA COUNTY ARPT: Closed all tfc due oil drilling.

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

SANTA FE(NEW) ARPT: Taxiways to all rnwys xcpt 20 clsd-const. Use rnwys for taxiing. Equip occasionally crossing rnwys 10-28. Flagman at crossing point. Rnwys 15-33 clsd-const. 3000' extension under const at apch end rnwy 2. Additional ramp const in progress adj present ramp and taxiway to rnwy 20.

ZUNI-RADIO: VOR has moderate scalloping SW quadrant.

NEW YORK: **BETHPAGE-GRUMMAN ARPT: Hours of opern: 0600-1730, Mon thru Sat.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt.

**CALVERTON-PECONIC RIVER ARPT: Effect. Aug 15, hrs of opern 0700-2300, Mon thru Sat.

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft.

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.

KEENE-MARCY ARPT: Military acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy durg daylgt hrs.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York Internation(Idlewild) Arpt; La Guardia Fld, New York, and Newark Arpt, New Jersey.

NEW YORK INTERNATIONAL(IDLEWILD)ARPT: Landings and take-offs prohibited unless acft equipped with 2-way rdo. Closed to fighter type aircraft. Closed military aircraft except on official business, or flag rank or higher. Closed to motorless acft. Closed to jet propelled aircraft except prior permission of Airport Manager. Runway 1L-19R and 7L-25R permanently closed for landings and take-offs, both available for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential runways system in effect. 185' MSL control tower-highest airport structure. Follow exact centerline when using taxiway CC at road overpass. Caution-taxiway A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Construction in progress adjacent all paves surfaces. 150' cranes and heavy truck operations within airport boundary-marked. Runway 1R-19L closed-available taxiing only. Taxiway H now in operation. New extension taxiway temp LL from runway 13L-31R to taxiway A open for full operation. Lighted night. Temporary taxiway LL extended from taxiway A to taxiway C open for use. Marked by delinerators. Caution-shoulders unstable. Follow centerline all taxiways.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for tower contacts.

NEW YORK: functioning rdo capable of 2-way direct commun with ctl twr. All acft must be equipped with the CAA assigned freq for direct commun with ctl twr on gnd ctl 121.7 mc. Clsd to jet propelled acft. General trucking, 40' crane, men, equip operg along inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip mrkd, flags-days and lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (6-28)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30th STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT:. Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using left hand pat at 1878' MSL. (9-13)

SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 miles 300° heading from Newburgh.

NORTH CAROLINA: FT. BRAGG-POPE AFB-RADIO: USAF LFR to be used for homing only.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° not usable acct excessive roughness and bends. (8-4)

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope shut down - relctn. Glide slope flyable to 20' above rnwy. No touchdown point. (7-17)

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends. (10-19) About Oct 15, VAR will be decmsnd. About March 1, 1957, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. (9-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft except on official business, or upon permission from Military Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)

NORTH CAROLINA: NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 80°-100°, 125°-145°, 175°-245°, 260°-290° unusable acct excessive roughness and bends. (8-17)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Boundary lgts inop. (2-16)

WILMINGTON -RADIO: VOR quad 65°to235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

NORTH DAKOTA: DICKINSON-RADIO: Sept 4, VOR shut down until approx Nov 1. (9-24)

** DICKINSON ARPT: 200' (2830'MSL) lgtd temporary twr 8.2 n mi NE (48°T) at lat 46-53-23, long. 102-39-42, dismantled. (9-7)

FARGO-RADIO: Oct 1, VOR shut down until approx Nov 30 - modernization. (9-30)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

**FRYBURG-BCN SITE 56, HLN-MSP: Effect. Oct 12, bcn will be discontd. (9-19)

**GLEN ULLIN ARPT: 200' (2677'MSL) lgtd temp twr 10.9 n mi WSW (245°T) at lat 46-44-09, long. 102-06-27, dismantled. (9-7)

JAMESTOWN-RADIO: July 13 VOR/DME shut down until approx Oct 16. Disregard spurious signals. (9-17)

MADDOCK ARPT: Closed - const. (6-10)

**MANDAN BEACON SITE 57, HLN-MSP: Effect. Oct 12 bcn will be discontd. (9-19)

**MEDORA-BUDDY RANCH ARPT: 200' (3065'MSL) lgtd temp twr 8.9 n mi WNW (286°T) at lat 46-53-19, long. 103-19-37, dismantled. (9-7)

**ST. MICHAEL BEACON SITE 44, OMA-BIS; Effect. Oct 12, bcn will be discontd.(9-19)

SENTINEL BUTTE: 200' (3600'MSL) lgtd temp telco test twr erected at lat 46-52-05, long. 103-50-02. Dismantling will start about Oct. 7. (8-6)

WESTHOPE ARPT: Fld rough - use with catuion. (6-14)

**WILLISTON-CHANDLER ARPT: 878' (3221'MSL) lgtd TV twr will be erected 6.1 n mi WSW (267°T) at lat 48-08-02, long. 103-51-36. (8-26)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L Rnwy 6-24 clsd-const. (8-17)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron Ohio acrobatic -- camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.

APPLETON-RADIO: About Dec 15, VOR will be cmsnd. Freq 116.7 mc. Ident: CMH. Lctd lat 40-09-03, long. 82-35-23. Monitor. category (l). Class: BVOR. Voice & monitoring from Columbus INSACS.

CHARDON-RADIO: Test VOR freq 117.5 mc lctd lat 41-31-06, long. 81-09-41. Operg test-basis only. (8-31)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution - men and equip. working on outer perimeter of ramp between 0800 and 1630, mrkd. Const on ramp and all points thereto in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas - flagged and lgtd. (3-23)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

★CLEVELAND-HOPKINS ARPT-TOWER: ILS glide slope angle 3°. FLD: 2-way rdo capable commun with Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-offs & SE lndgs. Const of N concourse in progress 800'N from main Term.

CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only-steel cable below surface of water running N from Cleveland Stadium 300' in navigational channel.

COLUMBUS-RADIO: VOR shut down, being relctd to Appleton. See Appleton.

OHIO: **COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules—Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone.** Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000'MSL until on base leg for landing apch. VFR Multi-Engine Rules—Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid heavy populated area W and southwest of arpt. Approach for Landing: Maintain 2000'MSL until on base leg or if a straight-in apch is used maintain 2000'MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control traffic on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S boundary of airport can be mistaken for rnwy lgtg. No grass operations. Radio receiver rqd. Due to non-visibility, tower unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Construction to SW end of rnwy 6-24 in progress. Lndg and taxiing permitted on rnwy 24 E of rnwy 18-36 days. Full opern permitted during hrs of darkness - caution. (9-20)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip. on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)

JEFFERSON-RADIO: Sept 11, VOR operg test basis only. Freq: 115.2 mc. Ident: JFN. Lctd lat 41-45-38, long. 80-44-51. (9-10)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)

PUT-IN-BAY ARPT: Caution-blind spots to acft on ground preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton Unicom.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const - NE/SW rnwy being extended to NE. Flagged days - caution. (9-17)

WOOSTER ARPT: NE/SW rnwy clsd - const. (12-3)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

LAWTON-RADIO: Sept 11, VOR shut down - modernization. (9-25)

MANGUM-PONDER ARPT: Closed. (3-2)

NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)

PAULS VALLEY ARPT: Oil derrick erected NW corner of fld - caution. (9-25)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

OKLAHOMA: **TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14)** FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVERTON-BERNARD ARPT: 649' (1811'MSL) temp lgtd TV twr erected 1.0 n mi N (13°T) at lat 45-31-22, long. 122-44-43. (8-21)

CASCADE LOCKS-STEVENSON ARPT: Construction completed. (9-25)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Extension const N of rnwy 16-34. Apch lgts decmsnd. Half of taxiway 12 from Administration bldg to SE end of fld clsd - hazard mrkd. (9-13)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50, E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. About Oct 1, VOR will be shut down until approx Oct 19 - modernization. During this period, the following arwys will not be usable: V-25 R[illegible]L-RDM, V-122 LMT-Klamath Junction Int. (9-24)

KLAMATH FALLS-KLAMATH ARPT: N 8000' rnwy 14-32 usable, unmarked. Construction on S end. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45'. Caution - equip. crossing rnwys. (9-7)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

LAPINE ARPT: Construction completed. (9-25)

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction -Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PINEHURST ARPT: Construction completed. (9-25)

PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

THE DALLES-RADIO: Aug 6, VOR shut down until approx Oct 3 - upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (9-26)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275°thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, tower unable to control traffic 100' of east end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlighted trees and p-line between MM and rnwy 6. (5-18)

BRISTOL-3M AIRPORT: Caution - construction equipment on south approach N/S rnwy - hazardous.

BUTLER-RADIO: H facility usable distance 17 to 26 nautical mi - due heavy interference.

PENNSYLVANIA: CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW. Daily, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long 77-47-00; W-long 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37; long 77-15-48, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HONESDALE ARPT: Dike construction on W end or rnwy - caution; equip and drag-line in operation. (8-28)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-18)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
**JOHNSTOWN ARPT: 341' lgtd rdo twr erected 15.5 n mi SW(234°T) at lat 40-10-48, long 79-07-49. (8-23)
PHILADELPHIA INTERNATIONAL ARPT-TOWER: Sept. 18, ILS shut down. Lclzr freq will be changed from 108.1 mc to 109.3 mc; glide slope from 334.4 mc to 332.0 mc. Glide slope will be relctd.
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3,000' SW rnwys 4 and 9 - flagged days, lowered nights. 125' pile driver approx 700' W of extended centerline of rnwy 35 and approx 3,000' S apch end rnwy 35-mrkd days lgtd nights moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive terminal for static parking. (4-5)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-RADIO: VOR/DME shut down until approx October 1 - modification and installation of TACAN. (9-7)
PHILIPSBURG-ALBERT ARPT: Closed. (5-23)
PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 5-23, 2500' by 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white boundary lgts entire W side and partially on E side for night operns. Rnwy 12-30, 3800' by 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white boundary lgts entire NE side and partially on SW side for night operns. Caution - runway 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lights and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lighted for night operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil aircarrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist mrkrs installed on rnwy 10-28. (12-7)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000' 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

PENNSYLVANIA: STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, marked.
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Clsd to transient acft.
Rhode Island: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans military acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylight hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. Light to moderate course roughness some sectors. DME coverage 26 n mi at MEA in all azimuths. (11-4)
**CHARLESTON AFB/MUN ARPT: 300' twr 5.5 n mi ESE (128°T) at lat 32-51-37, long 79-57-49, dismantled. (7-24) Rnwys 3-21 and 15-33 alternately clsd during daylight hours - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways closed for short periods during construction. Contact tower for current information.
FLORENCE-RADIO: VOR radials 220° thru 265° unusable. Temp MEA Columbia to Florence via V-56, 4000'. (4-10)
GEORGETOWN-COUNTY ARPT: Bcn, obstruction, and all landing area lights inoperative.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flight checked. (10-9)
MYRTLE BEACH AFB/MUN ARPT: 7200' rnwy 17-35 usable. 2300' N end clsd-const. Rnwy lights on 8-26 only. N/S taxiway closed Contact MYR for landing conditions. (8-27)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
**ALCESTER BEACON SITE 12, OMA-BIS: Effective, October 12, beacon will be discontinued. (9-20)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot, lctd at lat 43-08-11, long 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
**FRANKFORT BEACON SITE 31, OMA-BIS: Effective, October 12, beacon will be discontinued. (9-20)
**HOWARD BCN SITE 20, OMA-BIS: Effect. October 12, bcn will be discontined. (9-19)
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
LEMMON ARPT: NW/SE rnwy under const. (7-26)
PHILIP-RADIO: About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
SIOUX FALLS-FOSS FLD: NW/SE rnwy and NE 3100' of NE/SW ILS rnwy clsd. - construction. (9-25)
**WILLOW LAKE BCN SITE 3, HON-MSP: Effect. October 12, bcn will be discontinued.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flight on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flight identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FIELD: All acft within arpt traffic control zone between sunset - sunrise must be equipped with transmitter and receiver capable of receiving instructions from control tower; during daylight, all acft must be equipped with receiver capable of receiving instructions from control tower. (8-23)
**NASHVILLE-BERRY FIELD: 1380' (2049' MSL) lighted radio tower 6.6 n mi NW at lat 36-08-50, long 86-49-53. (7-16) Rnwy 2R-20L closed to all traffic as a runway - use as a taxiway. (9-10)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

TENNESSEE: NASHVILLE -RADIO: Due to limited coverage VOE courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen int 5000'; McEwen to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (9-10)

TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping. (1-20)

ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

**ALVIN ARPT: 432'(499' MSL) lgtd rdo twr erected 9.5 n W(277°T) at lat 29-28-08, long 95-27-12. (8-21)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-RADIO: About Oct 1, VOR will be shutdown until approx Nov. 1. - modernization.

**AUSTIN-MUELLER ARPT: 275'(1048' MSL) lgtd twr erected 5.0 n mi NNW(352°T) at lat 30-23-05, long 97-43-35. (8-28) Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop.

BAFFIN-RADIO: Navy FM and H fac (NF-5), serving Corpus Christi NAS, inop. (12-9)

BEAUMONT-JEFFERSON COUNTY ARPT: Rnwy 11-29 clsd - construction. (9-19) 223' MSL lgtd drilling platform being erected 26 n mi SSW (195°T), at lat 29-33, long 94-12.

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. About Oct 3, VOR will be shut down until approx Nov 3 - modernization. (8-2)

DALLAS-LOVE FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius. Formation take-offs not permitted. Extensive pipeline const in progress vcnty of S end of N/S rnwy. 35' crane and ditchdigging equip in opern days. While ditch is open in line with S end rnwy will be clsd to N lndgs, S take-offs of all acft 12,500 lbs or more and all military acft xcpt liaison types. Taxiway serving S end of rnwy will be clsd at intervals. Hazard mrkd and lgtd-caution advised. (7-17)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1) Turn on landing lgts 5 mi out, during darkness. (9-17)

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown. (1-11)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

GRAND PRAIRIE-RADIO: About Oct. 16, H fac freq 407 kc will be changed to 248 kc.

GULD OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets, sunrise-sunset, within circular area with radius of 4.3 n mi centered at lat 28-17 long. 96-32.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Aug 30, VOR shut down. Freq will be changed from 114.1 mc to 115.9 mc. During shutdown, VOR flgts are authorized to utilize the Houston LFR on all VOR arwys in lieu of Houston VOR. Bearings and MEAs used shall remain as charted. (8-30)

HOUSTON INTERNATIONAL ARPT: Caution-aerial targets will be dropped on arpt

TEXAS: between 0800-1600 Sats and Suns. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)

HOUSTON-INTERNATIONAL ARPT: Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. ILS rnwy 3-21 clsd - reconst. Repairs and reconst of other rnwys in progress. Men and equipment in construction areas. (9-14)

HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S and E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable. (6-1)

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

**LOLITA-WALKER ARPT: 305'(355'MSL) lgtd rdo twr erected 7.9 n mi NE(047°T) at lat 28-54-38, long 96-27-43. (8-21)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARFA-RADIO: Sept 21, VOR shut down until approx Oct 21 - modernization. (9-25)

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and lndgs.

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW. (7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

**PECOS ARPT: 78'(2695'MSL) lgtd rdo twr erected 8.9 n mi E(98°T) at lat 31-22-00, long 103-21-00. (8-27)

PORT ISABEL ARPT: Closed all operations-const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

**ROSENBERG-LANE AIRPARK: 432'(499' MSL) lgtd rdo twr erected 10 n mi ESE(113°T) at lat 29-28-08, long 95-37-12. (8-27)

★SALT FLAT-RADIO: Sept 26, trans and rcvr 243.0 mc cmsnd. All of Salt Flat VHF and UHF trans & rcvg freqs, except VOR, remoted and cmsnd at Guadalupe Pass 5550' MSL high site. (9-26)

SAN ANTONIO-STINSON ARPT: 168'(795'MSL) lgtd twr being erected 2.7 n mi WSW (262°T) at lat 29-20-50, long 98-31-53. (9-17)

SAN MARCOS ARPT: NE/SW strip ruf - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

SINTON ARPT#1: 126' lgtd derrick erected 2500' N of E/W rnwy. (7-19)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TEXAS CITY-GULF COAST ARPT: 136' (167'MSL) lgtd derrick being erected 4.9 n mi ESE(115°T) at lat 29-22-55, long 94-51-27. (9-24)

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,00'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

UTAH: SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi, 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi.

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. Capital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. Capital 3-2376.) Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution - 500' extn S end rnwy 35 under const, men and equip. on fld.

BRISTOL ARPT: E/W rnwy closed, obstn.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255°, below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250°, beyond 45 n mi below 8500'; 251°-268°, beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About Oct. 22, LFR will be shut down for approx 3 days - use for homing only durg shtdown. (8-21)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory information.

CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const.

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg, W. Va.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

**GORDONSVILLE ARPT: Unicom available daylight hrs. (10-1)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA.

LEESBURGH ARPT: New 3500' E/W strip closed - old strip lying parallel and S will be available - 2200'. (3-14)

LEXINGTON ARPTL Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK-AIR ROUTE TRAFFIC CONTROL CENTER: About Oct 8, TASR will be shut down for antenna modification until approx Oct. 13. (9-25)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have two-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft. (9-15)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways-caution.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 closed to all Naval acft.

WASHINGTON: DEER PARK ARPT: E/W rnwy clsd on alternate Sundays - drag races.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwys 11-29 and 2-20 inop.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'; 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW ARPT: Closed to night operns.

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Flight Advisory Information is based upon an increase in separation standards from 500 to 1000' between flgt levels of 12,500' and 29,000' in the Seattle Flight Information Region. 500' vertical separation will be acceptable for flight levels of 12,500' and below, 2000' vertical separation above 29,000'.

**SEATTLE-BOEING FLD: All multi eng acft use main rnwy. Two-way rdo equipped, medium type, single eng acft may use main rnwy on request, PROVIDED local traffic permits. Single-eng acft with retractable landing gear drop landing gear prior to entering traffic pattern. (7-19) All daylight VFR operns of light acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4 Men, equip. working on N 5000' of main rnwy. Crew in rdo ctc with twr - Caution. W side taxiway clsd to tfc until approx Sept. 29. (7-17)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 closed. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. (8-14) North three rows of hi-intensity apch lgt sys shut down - const. Threshold lgts S end of N/S rnwy temp. relocated 750' N of S end of rnwy. (8-31)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD; Perm crash barriers 40 inches high lctd 150' off end rnwy 3-21.

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335.0 mc operg on test basis. (6-25) About October 15, lclzr and glide slope will be shut down until approx October 22.

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Serv fac available 0800 until sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn marked. (5-3) Rnwy 17-35 closed 0700 to 1800 EST except Sundays. Men and equip. on rnwy. (9-5)

WEST VIRGINIA: MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: EAU CLAIRE-RADIO: Aug 7, VOR shut down until approx Oct 15-modernization.
GRANTSBURG-RADIO: About Oct 8, VOR will be shut down until approx Dec 8- modernization.
**GRANTSBURG BCN SITE 7 - MSP-OT: Effect. October 12, bcn will be discontinued.
**JOHNSON CREEK BCN SITE 4, MKE-LSE: Effect. October 12, bcn will be discontinued.
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn.
LONE ROCK-ROCK-RADIO: July 9, VOR shut down until approx Oct 8 - modernization.
**LONE ROCK BEACON SITE 15, CHI-TWIN CITIES: Effective Oct 12 bcn will be discontd.
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd-const-marked with yellow barricades and flares ngts.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left.
**SYLVAN BEACON SITE 18, CHI-TWIN CITIES: Effective Oct 12, bcn will be discontd.
WAUSAU-RADIO: About Oct 1, VOR will be shut down until approx Nov. 30.
**WAUSAU-ALEXANDER ARPT: 200' lgtd twr erected 4.5 n mi E(53°T) at lat 44-58-30, long 89-32-20.
WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs.

WYOMING: FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets.
CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop.
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
JACKSON ARPT: E/W rnwy closed - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd. - construction. Use new auxiliary 150' x 5400' strip E of N/S rnwy.
KEMMERER ARPT: Caution-reseeded and soft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
RIVERTON ARPT: Men and equip on fld 5000' W end rnwy 28 surfaced and available. Remainder arpt closed.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE rnwy clsd- marked.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.
WHEATLAND ARPT: Closed - construction.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxi - way in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily three hour min ground delay on mil acft due priority airlift.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower-caution.

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(FEET) (AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SSW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW, 195°	560	500	39-35-37, 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Hape	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Liberal	2.0 E; 110°	3504	680	37-02-09; 100-54-36
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE, 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1899	999	42-41-14; 84-22-35
MINNESOTA				
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				
NORTH CAROLINA				
Winston Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW, 228°	3556	621	46-43-30; 102-54-58
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W, 265°	2147	1176	36-11-46; 96-05-53
OREGON				
Beaverton, Bernard	1.0 N; 13°	1181	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW, 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Beaumont, Jefferson County	10.0 N, 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

(2 Oct 1956)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Hendersonville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande
Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Chicago, Illinois-Hammond
Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-
Douglas International
DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20,
MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Fort Worth, Texas-Meacham
Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Greensboro, North Carolina
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm
Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-
Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem
Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County
(Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-
Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird
Oklahoma City, Oklahoma
Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
St. Petersburg, Fla., - Pinellas Co. Intn'l
Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle -Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Trin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB
(Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

(2 Oct 1956)

Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
AMARILLO, TEXAS Air Terminal 3604 ILS IAMA BVOR- AMA Comb ILS/VOR Procedure Number 2 Amendment - Original Effect 3 November 1956	Amarillo LFR	AMA VOR	042 6 0	4800	N side of NE crs 029 - outbnd 209 - inbnd 4900 within 10 mi of AMA VOR	No glide slope 4400 over AMA VOR 4 0 miles from VOR to approach end of runway 21			T-dn C-dn S-dn 21 ILS VOR A-dn	300-1 400-1 300-1 400-1 800-2	300-1 500-1 300-1 400-1 800-2	200-0 5 500-1 5 300-1 400-1 800-2	Within 4 0 miles climb to 5000' on SW course ILS or radial 209°, or when directed by ATC turn left, climb to 4700' on radial 075° within 25 miles
BURBANK, CALIF. Lockheed Air Terminal 764 ILS BUR Procedure Number 1 Amendment Number 7 Effect 10 Nov. 1956 Supersedes Amdt. No 6, dated 5 May 1956. Major Changes: Conversion to nautical miles.	Burbank LFR	LOM	251 9.5	*5000	S side of crs. 256 - outbnd 076 - inbnd 4100 within 10 mi. of LOM. Beyond 10 mi. NA.	4100	4078 11.9	1268 1.7 Inner compass locator 882 0.4	#T-dn C-d C-n S-dn Rnwy 7 A-dn	300-1 900-1.5 900-2 600-1 900-2	300-1 900-1.5 900-2 600-1 900-2	300-1 900-1.5 900-2 600-1 900-2	Turn right and climb to 4100' on W crs. of BUR ILS to LOM. Alternate Missed Approach: When directed by ATC climb to 3000' on SE crs. of BUR LFR, then make 180° right turn continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in non-standard 2-minute pattern on SE crs; or, if directed by ATC, climb to 5000' on SE crs. of BUR LFR. Caution. 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 miles ENE of airport.
	Saugus Intsxn.	LOM	184 18.7	7000									
	Simi Intsxn.	LOM	131 7.8	4100									
	Broome Intsxn(final)	LOM	076 13.8	4100									
	Malibu Intsxn.	LOM	358 19.1	5000									
	Shoreline Intsxn.	LOM	344 10.6	5000									
	Newhall LFR	LOM	181 12.2	6000									
	Fillmore VOR	LOM	109 16.5	5000									
	Fillmore VOR(final)	ILS W crs.	120 12.8	5000									
							*4100' authorized after track is established westbound on ILS localizer. # 600-1 required for all take-offs when departing via SE course BUR LFR. 200-0.5 authorized for take-off on runway 25 for 4-engine aircraft only.						
COLUMBUS, OHIO Port Columbus Arpt 816 ILS-CMH LOM CM Procedure Number 1 Comb ILS/ADF Amendment No 7 Effective date 3 November 1956 Supersedes Amdt No. 6, dated 11 August 1956 Major Changes. Provides transition from Appleton VOR	Columbus LFR	LOM	093 7.8	2500	N side E crs 096 - outbnd 276 - inbnd 2500 within 10 mi (NA beyond 10 miles)	ILS 2500 ADF 2000 over LOM	2595 5 4	1093 0 61	T-dn C-dn S-dn 27 ILS ADF A-dn ILS ADF	300-1 400-1 200-0 5 400-1 600-2 800-2	300-1 500-1 200-0 5 400-1 600-2 800-2	200-0 5 500-1 5 200-0 5 400-1 600-2 800-2	5 4 miles after passing LOM(ADF) . . climb to 2500' on W course ILS or course 276° from LOM within 15 miles
	Appleton VOR	E crs ILS	186 9 5	2500									
	(Final transition - ILS)												
	Radar terminal area transition altitudes. Within 25 miles 2500 35 miles 3000 40 miles 4000												
DES MOINES, IOWA Des Moines Arpt. 957 ILS-DSM Comb. ILS/VOR-Back Course Approach. Procedure Number 2 Amendment Number 2 Effect. date 10 Nov. 1956. Supersedes No. 1, dtd. 21 April 1956. Major Changes: Minimum altitude cols. 6 & 8 raised due to concrete chimney 1067' MSL located 3 9 mi. NW of airport.	Des Moines VOR	#Clive Intsxn.	333 9, 8	2500	W side of NW crs. 305 - outbnd 125 - inbnd 2100 within 10 mi. of #Clive Intsxn.	No glide path.	No outer marker 1600' over #Clive Intsxn 2.4 mi.	No middle marker	*T-dn C-dn S-dn 12 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.4 miles after passing #Clive Intsxn., climb to 2300' on ILS SE crs., or when directed by ATC: 1. Climb to 2300' on S crs. DSM-LFR to Martensdale FM. Caution: 1546'MSL Tower 3.2 mi NNE of airport. *When tower not visible on N, NW, E and NE take-offs, climb to 2100' prior to turning toward tower. Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
	ILS-LOM	#Clive Intsxn.	305 8.5	2500									
							#Clive Intersection - Intersection 333° radial DSM-VOR and ILS NW course.						
FORT WORTH, TEXAS Amon Carter Arpt. 568 ILS-IACF LOM-AC Comb. ILS/ADF Procedure Number 1 Amendment Number 5 Effect: 10 Oct. 1956 Supersedes Amdt. No. 4, dated 8 Oct. 1955. Major Changes: Add Britton VOR transition. Delete Ft. Worth VOR transition.	Dallas LFR	LOM	282 14, 0	2200	N side NW crs. 309- outbnd 129 - inbnd 2000 within 10 mi.	ILS 2000 ADF 2000 over LOM	2000 4.6	770 0.5	T-dn C-dn S-dn 13 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Proceed to Hensley Intsxn. climbing to 2000' or, within 4.6 miles LOM(ADF) turn right, proceed to Grand Prairie MHW climbing to 2000'. Caution: Radio Tower 1221'MSL located 4.3 mi. ENE of outer marker. 400-0.75 required when glide slope not utilized. *Procedure turn non-standard due ATC.
	Grand Prairie MHW	LOM	330 10, 0	2000									
	Britton VOR	LOM	345 24, 0	2800									
	Stadium Intsxn.	LOM	040 17, 0	2700									
	Roanoke Intsxn(final)	LOM	129 9.0	2000									
FT. WORTH, TEXAS Amon Carter Arpt 568 ILS-IACF Procedure Number 2 Amendment Number 4 Effect. 10 Oct. 1956 Supersedes Amdt. No. 3, dated 29 Oct. 1955. Major Changes: Add transition from Britton VOR.	Duncanville FM (final)	Hensley Intsxn.	309 10, 0	1300	E side SE crs. 129 - outbnd 309 - inbnd 2000 within 10 mi. of Hensley Intsxn. Beyond 10 mi. NA.	NO GLIDE SLOPE 1300 at Hensley Intsxn. 3 5 miles to approach end of runway 31			T-dn C-dn S-dn 31 A-dn	300-1 400-1 300-1 800-2	300-1 500-1 300-1 800-2	200-0 5 500-1 5 300-1 800-2	Within 3 4 miles of Hensley Intsxn climb to 1900' on NW crs of ILS within 20 miles, or proceed to Ft Worth LFR via NW crs of ILS & E crs. LFR, climbing to 2000'. Caution. Radio Tower located 4.3 miles ENE of outer marker
	Grand Prairie MHW	Hensley Intsxn.	035 3, 5	2000									
	Britton VOR	Hensley Intsxn.	003 18, 0	3300									

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in [ect] MSL. Ceilings are in [ect] above airport elevation (2 Oct 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / LMM FREQ. AND IDENT / LOM FREQ. AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: I - SIDE OF FINAL APCH CRS (OUTBND AND INBND), ALTITUDES, LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
FORT WORTH, TEXAS Meacham Arpt 692 ILS -IFTW Procedure Number 1 Amendment Number 9 Effect 10 Oct 1956 Supersedes Amdt No 8, dated 28 May 1955 Major Changes: Delete Ft Worth VOR transition	Haslet MHW	North crs ILS	219 1.7	2000	W side N crs. 354 - outbnd 174 - inbnd 2000 within 10 mi	2000	2000 3 5	950 0 6	T-dn C-dn S-dn 17 A-dn	300-1 500-1 300-0 75 600-2	300-1 600-1 300-0 75 600-2	200-0 5 600-1 5 300-0 75 600-2	Climb to 2000' on S crs ILS within 20 miles Caution: 956' bldg. 2 1 miles S of OM. 1743' tower 4.8 miles E of ILS S crs. 600-0 75 required when G/S not utilized Air Carrier Notes: Take-off on runways 9-27 and 13-31 NA with less than 300-1. Reduction in landing minima NA on cargo or ferry flights
	Ft Worth LFR	LOM	350 1 3	2000									
Procedure Number 2 ILS-IFTW Amendment Number 5 Effect 10 Oct 1956 Supersedes Amdt No 4, dated 24 Dec 1955 Major Changes Add transition from Russell Intsxn Delete Stadium Intsxn	Russell Intsxn (final)	Rock-wood FM	354 6 0	1500	W side S crs 174 - outbnd 354 - inbnd 2000 within 10 mi Rockwood FM #	NO GLIDE SLOPE 1500' at Rockwood FM, 2 3 miles to approach end of runway 35			T-dn C-dn S-dn 35* A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0 5 600-1 5 400-1 800-2	Within 2 3 miles of Rockwood FM, climb to 2000' on N crs ILS within 20 mi Caution: Tank 864' MSL located 1 3 miles W of crs between Rockwood FM & airport. TV Tower 1743' MSL located 4.8 mi E of S crs ILS. #Procedure turn non-standard due obstruction.
	Intsxn W crs DAL-LFR & S crs ILS (final)	Rock-wood FM	354 4 0	1500		*635 FPM descent required at 120 MPH. Air Carrier Notes: Take-off on runways 9-27 and 13-31 NA with less than 300-1 Reduction in landing minima NA on cargo and ferry flights							
LONG BEACH, CALIF. Municipal Arpt. 56 ILS LGB LOM LG Comb. ILS/ADF Procedure Number 1 Amend. No. 11 Effect 27 Oct. 1956 Supersedes Amdt. No. 10 dated 18 Aug. 1956 Major Changes: Add note regarding minimums when glide path inoperative	Correct AIRGI, Volume 11, Number 14 dated 18 September 1956 to read: "Note: Glide slope unit now beginning of usable portion runway 30 - 800' SE end closed permanently".												
LOUISVILLE, KY Standiford Arpt 497 ILS SDF LOM SD Comb. ILS/ADF Procedure Number 1 Amendment Number 14 Effect. date 10 Nov. 1956 Supersedes Amdt No. 13 dated 21 April 1956 Major Changes Minimum glide slope interception altitude revised to accommodate ASR patterns	Louisville LFR	LOM	215 10.4	2100	W side S crs 190 - outbnd 010 - inbnd 2100 within 6 miles. NA beyond 6 mi. to avoid Godman Danger Area.	ILS 2000 ADF 1600 over LOM	2080 6.2	690 0.7	T-dn C-dn S-dn 01 ILS* ADF A-dn ILS ADF	300-1 500-1 200-0.5 500-1 600-2 800-2	300-1 500-1 200-0.5 500-1 600-2 800-2	200-0.5 500-1.5 200-0.5 500-1 600-2 800-2	6.2 miles after passing LOM(ADF)... make a left climbing turn to 2100' as soon as practical. Proceed out West course Louisville LFR, or(when directed by ATC) make climbing right turn as soon as practical and proceed to Louisville LFR. Caution: Obstruction 1060' 4 miles North of Standiford Field. *400-0.75 required with glide slope inoperative.
	Louisville VOR	LOM	262 8.7	2100									
	Eastwood FM	LOM	237 16.7	2100									
	Sheperdsville FM	LOM	311 9.9	2100									
	Intsxn W crs. Louisville LFR & 144 crs. to LOM or Louisville radial 295	LOM	144 9.6	2100									
	Bardstown Intsxn	LOM	324 22.0	2100									
	Bourbon Intsxn	LOM	333 14.4	2100									
	Elizabeth Intsxn.	LOM	092 13.5	2100									
NASHVILLE, TENN Berry Field 606 ILS-IBNA Procedure Number 2 Amendment Number 3 Effect: 10 Nov 1956 Supersedes Amdt 2 dated 14 May 1955 Major Changes Revises statute to nautical miles Adds transition from BWG VOR Adds final from Old Hickory Intsxn	Bowling Green LFR	Old Hickory Intsxn#	195 42.0	2300	E side N crs 015 - outbnd 195 - inbnd 2000 within 10 mi	NO GLIDE SLOPE Over Knob Intsxn 1800	Knob Intsxn 3 6		T-dn C-dn S-dn 20R A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4 miles climb to 2500' on S crs. ILS within 20 miles. Note: Radio Tower 865'MSL located one half mile S of Knob Intsxn. Air Carrier Note Take-off with less than 200-0.5 NA runway 15 #Old Hickory Intsxn. Nashville ILS NE crs and Nashville VOR 350° radial. (Old Hickory Intsxn to be shown on AL Chart only).
	Bowling Green VOR	Old Hickory Intsxn. #	189 40.0	2100									
	Nashville LFR	Knob Intsxn.	336 3.5	1900									
	Nashville VOR	Knob Intsxn.	337 8.0	1900									
	Old Hickory Intsxn. (final)	Knob Intsxn.	195 5.0	1800									
SANTA BARBARA, CALIF. Municipal 14 ILS-SBA Procedure Number 1 Amendment Number 4 Effect: 10 Nov. 1956 Supersedes Amdt. No. 3, dated 4 Aug. 1956 Major Changes: Add transition from El Capitan FM	SBA LFR	ILS W crs.	253 0.0	4000	S side W crs. 253 - outbnd 073 - inbnd *2000 within 8 mi. of SBA LFR.	*2000 (7 mi. W of LFR)	No outer marker El Capitan FM 2674' 10.0 Santa Barbara LFR 500' 1.7	195 0.5	T-dn C-dn ##S-dn rnwy 7 A-dn	300-1 700-2 300-0.75 800-2	300-1 700-2 300-0.75 800-2	#300-0.75 700-2 300-0.75 800-2	Climb straight ahead to 800', make climbing right turn and climb to 4000' on track of 165° from SBA LMM within 15 miles, or on S crs. of SBA LFR within 15 miles. *Caution: Procedure does not meet standard obstruction clearance requirements for procedure turn and final approach; 1500' terrain within 3.5 miles N of lclzr crs; 3000' terrain 5 miles North of LMM; 334' Radio Antenna 0.9 miles ESE airport; all maneuvering must be accomplished on S side of lclzr course.
	SBA VOR	LMM	205 6.7	5000									
	El Capitan FM	ILS W crs.	073 0.0	2500 **									
										#300-1 required on runways 3 L/R, 7 and 33 L/R. **Straight-in approach authorized from El Capitan FM provided aircraft is on top, with tops not above 1500' MSL. ##500-1 required with glide slope inoperative.			

NOTE Bearings, headings, courses are magnetic Distances are innauticalmiles, Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.
(2 Oct 1956)

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
FINDLAY, OHIO Findlay Arpt. 800 VOR-FDY Procedure Number 1 Amendment: Original Effect. date: 3 November 1956.				E side of crs. 223 - outbnd 043 - inbnd 2000 within 10 miles.	1500	221 9.5	T-dn C-d C-n S-d 7 S-n 7 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1 500-2 500-1 500-2 800-2	200-0.5 500-1.5 500-2 500-1 500-2 800-2	Within 9.5 miles make a climbing left turn, return to Findlay Findlay VOR at 2000'. Hold SW on radial 223° in a one minute right hand pattern. Caution: Radio tower 1049' MSL 1.5 miles ESE of airport
FORT WORTH, TEXAS Meacham Arpt. 692 BVOR-FTW Procedure Number 1 Amendment Number 1 dated 14 January 1954.	PROCEDURE CANCELLED 10 OCTOBER 1956. FORT WORTH VOR MOVED TO NEW LOCATION.										
GOODLAND, KANSAS. Goodland Arpt. 3653 BVOR-GLD Procedure Number 1 Amendment Number 2 Effect. date: 3 November 1956. Supersedes Amdt. No. 1 dated 8 September 1956. Major Changes: 1 Corrects altitude to 4800', columns 5 & 6.				W side of crs. 010 - outbnd 190 - inbnd 4800 within 10 miles.	4800	190 0.7	*T-dn *C-dn *A-dn	300-1 1100-2 1100-2	300-1 1100-2 1100-2	200-0.5 1100-2 1100-2	Within 0.7 miles, climb to 5000' on 190° radial within 20 miles. Caution: 4482' MSL tower 1.7 miles South of airport and 4021' MSL tower 3 miles SW of arpt. *Night operation authorized only on NW-SE runway.
LAS VEGAS, NEW MEXICO Las Vegas Arpt. 6866 BVOR-LVS Procedure Number 1 Amendment Number 1 Effect. date: 10 Nov. 1956. Supersedes Form ACA-1725A, dated 11 November 1951.	Las Vegas LFR	267 0.5	9500	E side 201 - outbnd 021 - inbnd 9000 within 10 mi.	7800	021 3.0	T-d C-d S-d 2 A-d	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 3.0 miles, climb to 10,000' on 022° radial within 15 miles of VOR. NA FOR AIR CARRIER USE.
MORGANTOWN, W. VA. Morgantown Arpt. 1256 VOR/DME MGW Procedure Number 1 Amendment Number 2 Effect. date: 3 November 1956. Supersedes Amdt. No. 1 dated 29 September 1956. Major Changes: Correct distance in columns 7 & 12; correct DME altitudes after passing facility.	10 mile fix radial 158° (final).	338 10.0	3000	E side of crs. 158 - outbnd 338 - inbnd 4000 within 10 miles. Procedure turn need not be accomplished with DME.	3000	338 5.6	With DME # T-dn C-d C-n A-dn Without DME T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2 300-1 1400-1 1400-2 1600-3			Within 5.6 miles climb to 3000' on radial 338° within 10 miles. #DME MSL altitudes after passing MGW VOR on final: 1 mile 2700' 2 miles 2500' 3 miles 2300' 4 miles 2100' 5 miles 1900'

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT. RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
WATERLOO, IOWA Municipal Arpt. 870 BVOR ALO TVOR 18 Amendment Number 3 Effect. date: 10 Oct. 1956. Supersedes Amdt. No. 2 dated 22 September 1956. Major Changes: 1. Col. 6 lowered to be compatible with minimums.				W side of crs. 350 - outbnd 170 - inbnd 2100 within 10 mi.	1500	182 0.4	T-dn C-dn S-dn A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Climb to 2500' on 194° radial within 20 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2 Oct 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BURBANK, CALIF. Lockheed Air Terminal 764 SBML VDT BUR Procedure Number 1 Amendment Number 5 Effect: 10 Nov. 1956 Supersedes Amdt. No. 4, dated 23 April 1955. Major Changes: Conversion to nautical mi.	Intsxn 331 radial LGB VOR and SE crs. BUR LFR.	278 14.0	5000	S side of NW crs. 278 - outbnd 098 - inbnd On top not below 5000' within 10 miles NW of Chatsworth HW #	1500	094 2.6	*T-dn C-d C-n S-7 D N A-dn	300-1 900-1.5 900-2 600-1 700-1.5 900-2	300-1 900-1.5 900-2 600-1 700-1.5 900-2	300-1 900-1.5 900-2 600-1 700-1.5 900-2	Within 1.3 miles...climb to 5000' on SE course. Alternate Missed Approach when directed by ATC, climb to 3000' on SE course, then make 180° right turn continuing climb to 5000' homing on the BUR LFR and hold on the LFR in a non-standard 2-minute pattern on the SE course. *600-1 required for all take-offs when departing via SE course BUR LFR. 200-0.5 authorized for take-off on runway 25 for 4-engine aircraft only. #After procedure turn or after leaving Simi Intsxn. cross Chats-
	Intsxn W crs. LAX LFR & S crs. BUR LFR.	008 19.5	5000								
	Simi Intsxn #	098 14.3	4800								
	Chatsworth "H"(final)	098 9.1	1500								
	Sliding scale for tops reported at Simi Intsxn. TOP / CEILING 5000' / 600 D-700 N 5500' / 900 6000' / 1300 6500' / 1700 7000' / 2100 7500' / 2500						#worth Rbn. inbound not below 4800'. All approaches must be started from on top. Apply sliding scale. Caution: Terrain above flight altitude paralleling final approach on the North.				
FORT BRIDGER, WYO. Fort Bridger Int. Fld. 7016 SBRAZ-VDT FBR Procedure Number 1 Amendment Number 6 Effect: 3 November 1956 Supersedes Amdt. No. 5 dated 1 December 1951. Major Changes: Restricts Air Carrier Operation.				N side E crs. 058 - outbnd 238 - inbnd 8500 within 10 miles. (NA beyond 10 mi.)	7500	243 1.6	T-dn C-d C-n A-dn	300-1 500-1 500-2 NA	NA NA NA NA	NA NA NA NA	Within 1.6 miles--turn right and climb to 10,000' on E course within 20 miles of LFR range. Not authorized for air carrier use. No weather reporting facilities or notam service on this airport.
LAS VEGAS, NEW MEXICO Las Vegas Arpt. 6866 SBMRAZ-VDT LVS Proced. #1, Amend. #1 Effect. date: 10 Nov. 1956. Supersedes Form ACA-1725, dated 1 August 1951.	Las Vegas VOR	087 0.5	9500	E side SW crs. 201 - outbnd 021 - inbnd 9000 within 10 mi.	7800	008 2.8	T-d C-d S-d2 A-d	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.8 miles...climb to 10,000' on Northeast course within 15 miles of LFR. NA FOR AIR CARRIER USE.
RAPID CITY, S. DAK. Rapid City Arpt. 3172 SBRAZ-DTV-RAP Comb. LFR/VOR Procedure Number 2 Original. Effective date: 3 November 1956. Supersedes-None. Major Changes: None.	RAP LFR	*Intsxn. 075 4.8	4400	S side E crs. 075 - outbnd 255 - inbnd 4400 within 10 miles of RAP LFR.	Minimum altitude over *Intsxn. 4400	*Intsxn. to airport 241 3.3	T-dn #C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	Within 3.3 miles, make climbing left turn, climb to 4500' on S crs. LFR within 20 miles. Caution: Rising terrain to 3447' MSL 3 miles North of airport. #If *Intsxn. not received minimums of 700' apply. Procedure authorized only to those aircraft equipped to receive *Intsxn.
	RAP VOR	*Intsxn. 001 5.0	4400				*Intsxn E course RAP-LFR & radial 001° RAP-VOR.				

WICHITA, KANSAS
Municipal Arpt. 1332
SBRAZ-VDT-ICT
Procedure Number 1
Amendment Number 1
Effect 12 July 1954.

PROCEDURE CANCELLED EFFECTIVE 10 NOVEMBER 1956 IN ORDER TO ELIMINATE LOW FLYING TRAFFIC OVER WICHITA.

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
FINDLAY, OHIO Findlay Arpt. 800' BMH-FDY Procedure Number 1 Amendment: Original Effectwe date: 3 November 1956.	Findlay VOR	041 9.0	2000	E side of crs. 180 - outbnd 360 - inbnd 2000 within 10 mi.	1200*	BMH on airport.	T-dn C-dn* S-dn* 36 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 0.0 miles of Findlay BMH make a left climbing turn to 2000'. Hold S in a standard pattern 360° inbound at 2000'. *Maintain 1400' until after passing Findlay VOR 065° radial. Ceiling minimum of 600' applicable without use of VOR.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2 Oct 1956)

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with GCA to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 sec during a precision approach or, for more than 30 sec during a surveillance apch; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing, minimums; or (D) if landing is not accomplished.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS								MISSED APPROACH PROCEDURE
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR)			SURVEILLANCE APPROACH (ASR)			
				TWO ENG. OR LESS		MORE THAN TWO ENG	TWO ENG. OR LESS		MORE THAN TWO ENG.	
				65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS	65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11
BURBANK, CALIF. Lockheed Air Terminal 764 Procedure Number 1 Original Effective: 10 Nov. 1956	All bearings are from the radar with sector azimuths progressing clockwise within 5 mi. 241 274 4500 274 308 4500 308 349 4500 349 087 5000 087 241 4500 Within 10 miles 241 274 4500 274 308 4500 308 349 5500 349 087 7000 087 241 5600 Within 15 miles 241 274 4500 274 308 5000 308 349 6000 349 087 8500 087 241 5000 Within 20 miles 241 274 4500 274 308 5000 308 349 7000 349 087 9000 087 241 5000 Within 25 miles 241 274 4500 274 308 5000 308 349 7000 349 087 10 000 087 241 5000 Within 30 miles 241 274 5000 274 308 6000 308 349 7000 349 087 10, 500 087 241 5000	ASR 7	#T-dn C-d C-n S-dn Rnwy 7 A-dn				300-1 900-1, 5 900-2 600-1 900-2	300-1 900-1 5 900-2 600-1 900-2	200-0 5 900-1 5 900-2 600-1 900-2	Turn right and climb to 4100' on West course of BUR ILS to LOM. Alternate Missed Approach when directed by ATC climb to 3000' on SE course of BUR LFR, then make 180° right turn continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in non-standard 2-minute pattern on SE course, or if directed by ATC, climb to 5000' on SE course of BUR LFR. Caution: 2000' Terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 miles ENE of airport. # 600-1 required for all take-offs when departing via SE course BUR LFR. 300-1 required for take-off on all runways except #25 for four engine aircraft.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in (cc) MSL. Ceilings are in (cc) above airport elevation. (2 Oct 1956)

U S GOVERNMENT PRINTING OFFICE 1956

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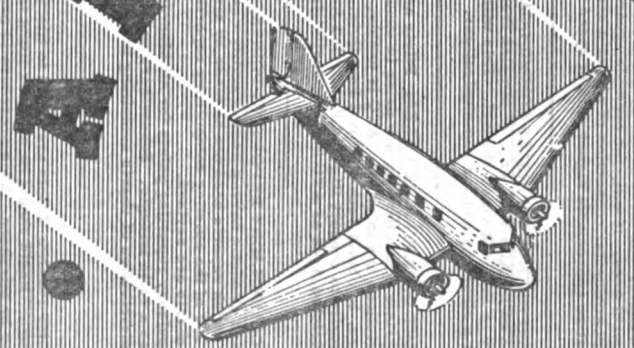
or Descent. p. 3

AIRMAN'S GUIDE



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VOL. 11, NO. 16 .... OCTOBER 16, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

✓The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..-.-.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VHF or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 15 cents.

(16 Oct 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

TOWER FREQUENCIES ON C&GS AERO CHARTS: Control towers which guard 122.7 mc instead of 122.5 mc for VHF communication with private aircraft will be so indicated by note in the "Remarks" column of the aerodrome tabulations on the back of the appropriate Sectional and Local Aeronautical Charts of the Coast and Geodetic Survey. Such notes now appear on the Chicago Sectional dated June 15, 1956, and the New York Sectional dated June 28, 1956, and will be shown on the next scheduled printings of the other charts concerned.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective November 15, 1956, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Green civil airway No. 2 (Seattle, Wash. to Boston, Mass.), is amended by changing the portion between Albany, N.Y. and Boston, Mass. to read: "Albany N.Y. rdo rng stn; Hartford, Conn., rdo rng stn; the intsxn of the W course of the Providence, R. I. rdo rng and the SW course of the Boston, Mass. rdo rng to the Boston, Mass. rdo rng stn." (Note: Due to relctn of Westfield, Mass. rdo rng stn) (See Note following the next paragraph).

(2) Red civil airway No. 112 (Albany, N.Y. to Westfield, Mass.), is added to read: "From the intsxn of the W course of the Westfield, Mass. rdo rng with a straight line between Albany, N.Y. rdo rng stn and the Hartford, Conn. rdo rng stn to the Westfield, Mass. rdo rng stn." (Note: Lee intsxn: intsxn W course Westfield with direct line Albany to Hartford rdo rng stns...to be on-request reporting point. Westfield rng stn to be lctd at lat 42-14-54, long. 72-41-49, 5-1/2 miles N and 500 ft W of extended centerline of rnwy 20 Westfield Arpt. To be commissioned concurrently with arwy designation with proposed courses: 23°, 113°, 203° and 302° mag and toward the stn. True courses to be 9°, 99°, 189°, 288°.) (Blue 41 to remain in relatively same location, no redesignation necessary)

(3) VOR civil airway No. 2 (Seattle, Wash. to Boston, Mass.), is amended by changing the portion which reads: "Muskegon, Mich. omnirng stn, including a S alternate via the intsxn of the Milwaukee omnirng 126°T and the Muskegon omnirng 251°T radials;" to read: "Muskegon, Mich. omnirng stn, including a S alternate via the intsxn of the Milwaukee omnirng 111°T and the Muskegon omnirng 255° T radials;" (Note: Redesignated V2S between Milwaukee VOR and Muskegon VOR.)

(4) VOR civil airway No. 6 (Oakland, Calif. to New York, N.Y.), is amended by changing the portion which reads: "Sacramento, Calif. omnirng stn;" to read: "Sacramento, Calif. omnirng stn, including a S alternate via the intsxn of the Oakland omnirng 078°T and the Sacramento omnirng 192°T radials;" (Note: Added V6S between Oakland VOR and Sacramento VOR.)

(5) VOR civil airway No. 10 (Pueblo, Colo. to New York, N.Y.), is amended by changing the portion which reads: "South Bend, Ind. omnirng stn, including a N alternate from the Naperville omnirng stn to the South Bend omnirng stn via the intsxn of the Naperville omnirng 064°T and the South Bend omnirng 287°T radials; Litchfield, Mich. omnirng stn, including a N alternate;" to read: "South Bend, Ind. omnirng stn, including a N alternate from the Naperville omnirng stn to the South Bend omnirng stn via the intsxn of the Naperville omnirng 075°T and the South Bend omnirng 290°T radials; Litchfield, Mich. omnirng stn;" (Note: Changed Naperville VOR 064°T and South Bend VOR 287°T to Naperville VOR 075°T and South Bend VOR 290°T in V10N between Naperville VOR and South Bend VOR. Revoked V10N between South Bend VOR and Litchfield VOR.)

(6) VOR civil airway No. 22 (New Orleans, La. to Jacksonville, Fla.), is amended by changing the portion which reads: "Tallahassee, Fla. omnirng stn, including a N alternate via the intsxn of the Marianna omnirng 094°T and the Tallahassee omnirng 005°T radials; to the Jacksonville, Fla. omnirng stn." to read: "Tallahassee, Fla. omnirng stn; to the Jacksonville, Fla. omnirng stn, including a N alternate from the Marianna omnirng stn to the Jacksonville omnirng stn via the point of intsxn of the Marianna omnirng 094°T with the Albany, Ga. omnirng 152°T radials and the point of intsxn of the Tallahassee omnirng 091°T with the Valdosta, Ga., omnirng 234°T radials." (Note: Redesignated V22N between Marianna and Tallahassee to be between Marianna and Jacksonville via the Greenville Intsxn.)

(7) VOR civil airway No. 23 (San Diego, Calif. to Bellingham, Wash.), is amended by changing the portion which reads: "Fresno, Calif. omnirng stn;" to read: "Fresno, Calif. omnirng stn, including an E alternate;" and by changing the portion which reads: "the intsxn Sacramento omnirng 346°T and the Red Bluff omnirng 159°T radials;" to read: "intsxn of the Sacramento omnirng 346°T and the Red Bluff omnirng 158°T radials;" (Note: Added V23E between Bakersfield VOR and Fresno VOR. Changed Red Bluff VOR 159°T radial to 158°T between Sacramento VOR and Red Bluff VOR.)

(8) VOR civil airway No. 26 (Cherokee, Wyo. to Cleveland, Ohio), is amended by changing the portion which reads: "Minneapolis, Minn. omnirng stn, including a S alternate;" to read: "Minneapolis, Minn. omnirng stn, including a S alternate via the intsxn of the Redwood Falls omnirng 075°T and the Minneapolis omnirng 194°T radials;" (Note: Redesignated V26S between Redwood Falls VOR and Minneapolis VOR.)

(9) VOR civil airway No. 29 (Salisbury, Md to United States-Canadian Border), is amended by changing the portion which reads: "West Chester, Pa. omnirng stn; Allentown, Pa. omnirng stn;" to read: "West Chester, Pa omnirng stn; Pottstown, Pa. omnirng stn; Allentown, Pa. omnirng stn;" (Note: Redesignated V29 between West Chester VOR and Allentown VOR to include Pottstown, Pa. VOR.)

(10) VOR civil airway No. 30 (Milwaukee, Wis. to Nantucket, Mass.), is amended by changing the portion which reads: "From the Milwaukee, Wis. omnirng stn via the Pullman, Mich. omnirng stn, including a S alternate via the intsxn of the Milwaukee omnirng 126°T and the Pullman omnirng 278°T radials;" to read: "From the Milwaukee, Wis. omnirng stn via the Pullman, Mich. omnirng stn, including a S alternate via the point of intsxn of the Milwaukee omnirng 135°T and the Chicago Heights omnirng 358°T radials;"

(Note: Redesignated V30S between Milwaukee VOR and Pullman VOR.)

(11) VOR civil airway No. 37 (Savannah, Ga. to Erie, Pa.), is amended to read: "From the Savannah, Ga. omnirng stn via the Columbia, S. C. omnirng stn to the Charlotte, N. C. omnirng stn. From the Pulaski, Va. omnirng stn to the point of intsxn of the Charleston, W. Va. omnirng 129°T and the Montebello, Va. omnirng 256°T radials. From the Elkins, W. Va. omnirng stn via the Morgantown, W. Va. Omnirng stn; Pittsburgh, Pa. omnirng stn; to the Erie, Pa. omnirng stn." (Note: Added a new middle portion to V37 from Pulaski VOR to the Marie Intsxn.)

(12) VOR civil airway No. 55 (Dayton, Ohio to Green Bay, Wis.), is amended by changing the portion which reads: "South Bend, Ind. omnirng stn; Pullman, Mich. omnirng stn;" to read: "South Bend, Ind. omnirng stn; Keeler, Mich. omnirng stn; Pullman, Mich. omnirng stn;" (Note: V55 redesignated to add Keeler VOR between South Bend VOR and Pullman VOR.)

(13) VOR civil airway No. 68 (Albuquerque, N. Mex. to Brownsville, Tex.), is amended by changing the portion which reads: "San Antonio, Tex. omnirng stn;" to read: "San Antonio, Tex. omnirng stn, including a N alternate via the point of intsxn of the San Antonio omnirng 334°T and the Lometa, Tex., omnirng 192°T radials;" (Note: Added V68N between Junction VOR and San Antonio VOR.)

(14) VOR civil airway No. 84 (Bradford, Ill. to Buffalo, N. Y.), is amended by changing the last portion to read: "From the Wheeling, Ill. omnim g stn via the Pullman, Mich. omnirng stn; Lansing, Mich. omnirng stn; Selfridge, Mich. omnirng stn; London, Ont. omnirng stn; to the Buffalo, N. Y. omnirng stn." (Note: Added new portion from Wheeling VOR to Pullman VOR.)

(15) VOR civil airway No. 85 (Rock River, Wyo. to Casper, Wyo.), is amended to read: "From the Rock River, Wyo. omnirng stn to the Casper, Wyo. omnirng stn, including a W alternate via the intsxn of the Rock River omnirng 336°T and the Casper omnirng 216° T radials." (Note: Revoked V85E and added V85W.)

(16) VOR civil airway No. 97 (Miami, Fla. to Alexandria, Minn.), is amended by changing the portion which reads: "Tallahassee, Fla. omnirng stn, including an E alternate from the Tampa omnirng stn to the Tallahassee omnirng stn via the intsxn of the Tampa omnirng 331°T and the Cross City omnirng 182°T radials and the Cross City, Fla. omnirng stn;" to read: "Tallahassee, Fla. omnirng stn, including an E alternate from the Tampa omnirng stn to the Tallahassee omnirng stn via the Cross City, Fla. omnirng stn;" (Note: Redesignated V97E between Tampa VOR and Tallahassee VOR.)

(17) VOR civil airway No. 100 (North Platte, Nebr. to Detroit, Mich.), is added to read: "From the North Platte, Nebr. omnirng stn via the Sioux City, Iowa omnirng stn; Waterloo, Iowa omnirng stn; to the Polo, Ill. omnirng stn. From the Wheeling, Ill. omnirng stn via the intsxn of the Wheeling omnirng 093°T and the Keeler omnirng 271°T radials; Keeler, Mich. omnirng stn; point of intsxn of the Litchfield, Mich. omnirng 050°T and the Salem omnirng 257°T radials; to the Salem, Mich. omnirng stn." (Note: This is a new airway except for portion from AldenIntsxnto Waterloo VOR which was formerly V158.)

(18) VOR civil airway No. 116 (Kansas City, Mo. to New York, N. Y.), is amended by changing the portion which reads: "Naperville, Ill. omnirng stn; Pullman, Mich. omnirng stn; Salem, Mich. omnirng stn;" to read: "Naperville, Ill. omnirng stn; Keeler, Mich. omnirng stn; point of intsxn of the Litchfield, Mich. 050°T and the Salem omnirng 257°T radials; Salem, Mich. omnirng stn;" (Note: Redesignated V116 between Naperville VOR and Salem VOR. The portion of V116 between Naperville VOR and Pullman VOR is revoked. The portion of V116 between Pullman VOR and Salem VOR is redesignated as a part of V170.)

(19) VOR civil airway No. 126 (Chicago, Ill. to New York, N. Y.), is amended by changing the portion which reads: "Wilkes-Barre-Scranton, Pa. omnirng stn; to the point of intsxn of the Wilkes-Barre-Scranton, Pa. omnirng 117° T and the Wilton, Conn. omnirng 240°T radials." to read: "Wilkes-Barre-Scranton, Pa omnirng stn; Huguenot, N. Y. omnirng stn; to the Wilton, Conn. omnirng stn, excluding daily from sunrise to sunset, annually during the period from March 1 to November 1, the portion of this arwy below 6000' above mean sea level which overlaps the West Point Restricted Area (R-93)." (Note: Revoked portion of V126 from Wilkes-Barre-Scranton, Pa. VOR to Patterson, N. J. Intsxn and added new portion Wilkes-Barre-Scranton VOR via Huguenot VOR to Wilton VOR.)

(20) VOR civil airway No. 146 (Wilkes-Barre, Pa. to Woodstock, Conn.), is amended to read: "From the Wilkes-Barre-Scranton, Pa omnirng stn via the Huguenot N. Y. omnirng stn; point of intsxn of the Wilton, Conn. omnirng 295°T and the Poughkeepsie omnirng 236°T radials; Poughkeepsie, N. Y. omnirng stn; to the point of intsxn of the Poughkeepsie omnirng 079°T and the Norwich, Conn. omnirng 347°T radials." (Note: Added new portion to V146 from Wilkes-Barre-Scranton VOR to Poughkeepsie VOR.)

(21) VOR civil airway No. 147 (Philadelphia, Pa. to Rochester, N. Y.), is amended by changing the portion which reads: "From the West Chester, Pa. omnirng stn via the Allentown, Pa. omnirng stn;" to read: "From the Philadelphia, Pa. Intnl Arpt ILS lclzr via the Pottstown, Pa. omnirng stn; Allentown, Pa. omnirng stn;" (Note: Redesignated portion of V147 which was from West Chester VOR direct to Allentown VOR, to be from Philadelphia Intnl Arpt ILS lclzr via Pottstown VOR to Allentown VOR.)

(22) VOR civil airway No. 148 (Denver, Colo. to North Platte, Nebr.), is amended to read: "From the Denver, Colo. omnirng stn via the intsxn of the Denver omnirng 186°T and the Kiowa omnirng 278°T radials; Kiowa, Colo. omnirng stn; Thurman, Colo. omnirng stn; Imperial, Nebr. omnirng stn; to the North Platte, Nebr. omnirng stn." (Note: Added new portion to V148 from Denver VOR via Parker Intsxn, Kiowa VOR to Thurman VOR.)

(23) VOR civil airway No. 150 (San Francisco, Calif. to Reno, Nev.), is amended to read: "From the San Francisco, Calif. terminal omnirng stn via the intsxn of the San Francisco terminal omnirng 304°T and the Sacramento omnirng 233°T radials; Sacramento, Calif. omnirng stn; intsxn of the Sacramento 097°T and the Reno 208°T radials; to the Reno, Nev. omnirng stn." (Note: Added new portion to V150 from San Francisco TVOR to Sacramento VOR.)

(24) VOR civil airway No. 158 (Iowa Falls, Iowa to Waterloo, Iowa), is revoked. (Note: V158 revoked as such and made a part of V100.)

(25) VOR civil airway No. 163 (Brownsville, Tex. to Oklahoma City, Okla.), is amended to read: "That airspace over U. S. territory from the Brownsville, Tex. omnirng stn via the intsxn of the Brownsville omnirng 339°T and the Alice omnirng 171°T radials; Alice, Tex. omnirng stn; San Antonio, Tex. omnirng stn; intsxn of the San Antonio omnirng 002°T and the Lometa omnirng 173°T radials; Lometa, Tex. omnirng stn, including a W alternate via the intsxn of the San Antonio omnirng 334°T and the Lometa omnirng 192°T radials; Mineral Wells, Tex. omnirng stn; Fort Worth, Tex. omnirng stn; Ardmore, Okla. omnirng stn; intsxn of the Ardmore omnirng 350°T and the Oklahoma City omnirng 137°T radials; to the Oklahoma City omnirng stn, including a W alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the intsxn of the Ardmore omnirng 331° T and the Oklahoma City omnirng 180°T radials and also an E alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the point of intsxn of the Oklahoma City omnirng 107°T and the Tulsa, Okla. omnirng 222°T radials. The portions of this arwy which conflict with the Corpus Christi Restricted Area (R-277) are excluded." (Note: Added new portion San Antonio VOR to Mineral Wells VOR via Lometa VOR. Added V163W San Antonio to Lometa. Redesignated portions of V163 Waco to Mineral Wells as V17W.)

(26) VOR civil airway No. 170 (Milwaukee, Wis. to Philadelphia, Pa.), caption changed and is amended by changing new first portion to read: "From the Milwaukee, Wis. omnirng stn via the Pullman, Mich. omnirng stn; to the Salem, Mich. omnirng stn." (Note: Added a new first portion Milwaukee VOR to Salem VOR via Pullman VOR. Portion Milwaukee to Pullman is also V30. Portion Pullman to Salem was formerly V116.)

(27) VOR civil airway No. 187 (Chicago, Ill. to Milwaukee, Wis.), is amended to read: "From the Chicago Heights, Ill. omnirng stn via the intsxn of the Chicago Heights omnirng 358°T and the Milwaukee omnirng 135° T radials; to the Milwaukee, Wis. omnirng stn, including an E alternate via the intsxn of the Chicago Heights omnirng 013°T and the Milwaukee omnirng 135°T radials." (Note: Redesignated V187 from Chicago Heights VOR to Milwaukee VOR and added V187E.)

(28) VOR civil airway No. 191 (Walnut Ridge, Ark. to Milwaukee, Wis.), caption changed and is amended by adding a new last portion to read: "From the Chicago, Ill. O'Hare Intnl Arpt terminal omnirng stn via the point of intsxn of the Chicago Heights omnirng 358°T and the Milwaukee omnirng 135°T radials; to the Milwaukee, Wis. omnirng stn." (Note: Added new portion from O'Hare TVOR to Milwaukee VOR.)

(29) VOR civil airway No. 214 (Muskegon, Mich. to Saginaw, Mich.), is revoked. (Note: V412 revoked as such and made a part of V216.)

(30) VOR civil airway No. 216 (Janesville, Wis. to Saginaw, Mich.), is amended to read: "From the Janesville, Wis. omnirng stn via the Muskegon, Mich. omnirng stn; to the Saginaw, Mich. nondirectional rdo bcn." (Note: Extended present V216 from Janesville VOR direct to Muskegon VOR and also added portion from Muskegon VOR to Saginaw H which was formerly V214.)

(31) VOR civil airway No. 218 (Chicago, Ill. to Flint, Mich.), is amended to read: "From the point of intsxn of the Naperville omnirng 296°T and the Polo, Ill omnirng 085° T radials via the Naperville, Ill. omnirng stn; Keeler, Mich. omnirng stn; Lansing, Mich. omnirng stn; to the point of intsxn of the Lansing omnirng 068°T and the Salem, Mich. omnirng 342°T radials." (Note: Redesignated V218 from Sycamore Intsxn to the Flint Intsxn. Portion from Sycamore Intsxn to Naperville VOR was formerly V228. Portion Naperville VOR to Lansing VOR is new airway.)

(32) VOR civil airway No. 228 (Naperville, Ill. to Sycamore, Ill.), is revoked. (Note: V228 redesignated as part of V218)

(33) VOR civil airway No. 228 (Wheeling, Ill. to South Bend, Ind.), is added to read: "From the Wheeling, Ill. omnirng stn to the South Bend, Ind. omnirng stn." (Note: This is a new airway. The airway between Naperville VOR and Sycamore Intsxn which was formerly numbered V228 was redesignated as part of V218.)

(34) VOR civil airway No. 249 (New York, N. Y. to Port Jervis, N. Y.), is added to read: "From the Caldwell, N. J. omnirng stn to the Huguenot, N. Y. omnirng stn." (Note: New airway.)

(35) VOR civil airway No. 251 (Philadelphia, Pa. to New York, N. Y.), is added to read: "From the West Chester, Pa. omnirng stn via the Pottstown, Pa. omnirng stn; point of intsxn of Pottstown 044°T and the Allentown, Pa 103°T radials; to the Caldwell, N. J. omnirng stn." (Note: New arwy from Pottstown VOR to Caldwell VOR. Portion from West Chester VOR to Pottstown VOR is also V29.)

(36) VOR civil airway No. 252 (Binghamton, N. Y. to New York, N. Y.), is added to read: "From the Binghamton, N. Y. omnirng stn via the point of intsxn of the Binghamton omnirng 130°T and the Wilkes-Barre-Scranton, Pa. omnirng 358°T radials; Huguenot, N. Y.

omnirng stn; to the point of intsxn of the Wilkes-Barre-Scranton, Pa. 117°T and the Wilton, Conn. omnirng 240°T radials." (Note: New arwy.)

(37) VOR civil airway No. 253 (Unassigned.)

(38) VOR civil airway No. 254 (Reinholds, Pa. to Columbus, N. J.), is added to read: "From the point of intsxn of the West Chester, Pa. omnirng 314°T and the Allentown, Pa. omnirng 228° T radials via the Pottstown, Pa. omnirng stn; to the point of intsxn of the Pottstown omnirng 104°T and the Colts Neck, N. J. omnirng 242°T radials." (Note: New airway.)

(39) VOR civil airway No. 255 (Unassigned.)

(40) VOR civil airway No. 256 (Reinholds, Pa. to Warrington, Pa.), is added to read: "From the point of intsxn of the West Chester, Pa. omnirng 314° T and the Allentown, Pa. omnirng 228°T radials via the Pottstown, Pa omnirng stn; to the point of intsxn of the West Chester, Pa. omnirng 051°T and the Pottstown omnirng 083°T radials." (Note: New arwy.)

(41) VOR civil airway No. 257 (Unassigned.)

(42) VOR civil airway No. 258 (Charleston, W. Va. to Roanoke, Va.), is added to read: "From the Charleston, W. Va. omnirng stn via the point of intsxn of the Charleston omnirng 129°T and the Montebello, Va. omnirng 256°T radials; to the Roanoke, Va. terminal omnirng stn." (Note: New airway.)

(43) VOR civil airway No. 259 (Unassigned.)

(44) VOR civil airway No. 260 (Charleston, W. Va. to Roanoke, Va.), is added to read: "From the Charleston, W. Va. omnirng stn via the intsxn of the Charleston omnirng 104°T and the Roanoke terminal omnirng 328° T radials; to the Roanoke, Va. terminal omnirng stn." (Note: New airway.)

CONTROL AREAS: (1) Red civil airway No. 112 (Albany, N.Y. to Westfield, Mass.), is added to read: "All of Red civil airway No. 112."

(2) VOR civil airway No. 23 (San Diego, Calif. to Bellingham, Wash.), is amended to read: "All of VOR civil arwy No. 23, including E and W alternates, but excluding the airspace between the main arwy and its W alternate between the Portland, Ore. omnirng stn and the Seattle, Wash. omnirng stn."

(3) VOR civil airway No. 85 (Rock River, Wyo. to Casper, Wyo.), is amended to read: "All of VOR civil arwy No. 85, including a W alternate."

(4) VOR civil airway No. 97 (Miami, Fla. to Alexandria, Minn.), is amended to read: "All of VOR civil arwy No. 97, including E and W alternates, but excluding all the airspace below 2000 ft above mean sea level which lies beyond the continental limits of the U. S. and also excluding the airspace between the main arwy and its E alternate between the Tampa, Fla. omnirng stn and the Tallashassee, Fla. omnirng stn."

(5) VOR civil airway No. 100 (North Platte, Nebr. to Detroit, Mich.), is added to read: "All of VOR civil airway No. 100."

(6) VOR civil airway No. 146 (Wilkes-Barre, Pa. to Woodstock, Conn.), is amended to read: "All of VOR civil arwy No. 146."

(7) VOR civil airway No. 148 (Denver, Colo. to North Platte, Nebr.), is amended to read: "All of VOR civil arwy No. 148."

(8) VOR civil airway No. 150 (San Francisco, Calif. to Reno, Nev.), is amended to read: "All of VOR civil arwy No. 150."

(9) VOR civil airway No. 158 (Iowa Falls, Iowa, to Waterloo, Iowa), is revoked.

(10) VOR civil airway No. 163 (Brownsville, Tex. to Oklahoma City, Okla.), is amended to read: "All of VOR civil arwy No. 163, including W alternates and an E alternate."

(11) VOR civil airway No. 170 (Milwaukee, Wis. to Philadelphia, Pa.), is amended to read: "All of VOR civil arwy No. 170, including a N alternate."

(12) VOR civil airway No. 191 (Walnut Ridge, Ark. to Milwaukee, Wis.), is amended to read: "All of VOR civil arwy No. 191."

(13) VOR civil airway No. 214 (Muskegon, Mich. to Saginaw, Mich.), is revoked.

(14) VOR civil airway No. 216 (Janesville, Wis. to Saginaw, Mich.), is amended to read: "All of VOR civil arwy No. 216."

(15) VOR civil airway No. 218 (Chicago, Ill. to Flint, Mich.), is amended to read: "All of VOR civil arwy No. 218."

(16) VOR civil airway No. 228 (Naperville, Ill. to Sycamore, Ill.), is revoked.

(17) VOR civil airway No. 228 (Wheeling, Ill. to South Bend, Ind.), is added to read: "All of VOR civil arwy No. 228."

(18) VOR civil airway No. 249 (New York, N.Y. to Port Jervis, N.Y.), is added to read: "All of VOR civil arwy No. 249."

(19) VOR civil airway No. 251 (Philadelphia, Pa. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 251."

(20) VOR civil airway No. 252 (Binghamton, N.Y. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 252."

(21) VOR civil airway No. 253 (Unassigned.)

(22) VOR civil airway No. 254 (Reinholds, Pa. to Columbus, N.J.), is added to read: "All of VOR civil arwy No. 254."

(23) VOR civil airway No. 255 (Unassigned.)

(24) VOR civil airway No. 256 (Reinholds, Pa. to Warrington, Pa.), is added to read: "All of VOR civil arwy No. 256."

(25) VOR civil airway No. 257 (Unassigned.)

(26) VOR civil airway No. 258 (Charleston, W. Va. to Roanoke, Va.), is added to read: "All of VOR civil arwy No. 258."

(27) VOR civil airway No. 259 (Unassigned.)

(28) VOR civil airway No. 260 (Charleston, W. Va. to Roanoke, Va.), is added to read: "All of VOR civil airway No. 260."

CONTROL AREA EXTENSIONS: (1) (Moses Lake, Wash.), is amended to read: "That airspace S of Green civil arwy No. 2 within a 30-mile radius of Larson AFB, excluding the portion which lies within the boundaries of Prohibited Area (P-246), and the airspace within 10 miles either side of a line extending from the Moses Lake nondirectional rdo bcn (MSK) to the Walla Walla, Wash., rdo rng stn."

(2) (Chicopee, Falls, Mass.), is amended to read: "That airspace NE of Chicopee Falls bounded on the NW by Red civil arwy No. 33, on the NE by VOR civil arwy No. 151 and the Worcester, Mass. control zone, on the SE by Amber civil arwy No. 7 and on the S by a line extending from a point at lat 42-08-50, long. 72-28-00 to a point at lat 42-04-30, long. 72-11-30, excluding the airspace below 2500 ft, MSL; that airspace N of Chicopee Falls bounded on the W by Blue civil arwy No. 41, on the N by VOR civil arwy No. 2 and on the SE by VOR civil arwy No. 39; that airspace NW of Chicopee Falls lying within an arc of 38 statute miles centered on the Westover, Mass. AFB bounded on the N by VOR civil arwy No. 2, on the E by Blue civil arwy No. 41 and on the S by Red civil arwy No. 112."

(3) (Phoenix, Ariz.), is amended to read: "That airspace SW of Phoenix bounded on the N and E by VOR civil arwy No. 16, on the S by VOR civil arwy No. 66N, and on the W by VOR civil arwy No. 87; that airspace NW and N of Phoenix bounded on the S by Green civil arwy No. 5, on the W by long. 112-50-00, on the N by lat 34-00-00, and on the E by VOR civil arwy No. 95; that airspace within 5 miles either side of the E course of the Phoenix rdo rng extending from the rdo rng stn to a point 25 miles E. (Note: Caution Area C-422 to be rescinded prior to or concurrently per ASP Meeting 469)

(4) (Windsor Locks, Conn.), is amended to read: "That airspace in the vcnty of Bradley Field, Windsor Locks, Conn. bounded on the SW and W by Blue civil arwy No. 41, on the NE by Red civil arwy No. 33, on the N by a line extending from a point at lat 42-08-50, long. 72-28-00 to a point at lat 42-04-30, long. 72-11-30, and on the SE by Amber 7; that airspace SW of Bradley Field bounded on the NW by Red civil arwy No. 33, on the NE by Blue civil arwy No. 41 and on the S by Red civil arwy No. 13."

(5) (Albuquerque, N. Mex.), is amended to read: "That airspace within a 40 nautical mile radius of the Albuquerque omnirng stn lying N of VOR civil arwy No. 12."

(6) (Olathe, Kans.), is amended to read: "That airspace not presently controlled bounded on the NW by a line extending from the St. Joseph, Mo. omnirng stn to a point at lat 39-17-00, long. 96-23-00, on the W by a line extending from that point to the Emporia, Kans. omnirng stn and by the eastern edge of the Wichita, Kans. Control area extension, on the S by the northern edge of Red civil arwy No. 105 to the eastern edge of Amber civil arwy No. 4, thence N along the eastern edge of Amber 4 to lat 38-12-00, thence E along lat 38-12-00 to the western edge of VOR civil airway No. 205, thence N along the western edge of VOR civil arwy No. 205 to the Kansas City, Mo. omnirng stn, thence N along the western edge of VOR civil arwy No. 15 to a point at lat 39-55-10, long. 95-00-45."

(7) (Kaneohe, Oahu, T.H.), is added to read: "That airspace from 700 ft upwards within the following area: From lat 21-35-00N, long. 157-42-00W, to lat 21-36-00N, long. 157-56-00W, to lat 21-38-00N, long. 158-01-00W, to lat 21-48-00N, long. 158-09-30W, thence clockwise along the arc of an 8 nautical mile radius circle centered at lat 21-49-30N, long. 158-01-00W, to lat 21-57-30N, long. 158-02-00W, to lat 21-54-30N, long. 157-36-00W, thence clockwise along the arc of an 8 nautical mile radius circle centered at lat 21-46-30N, long. 157-37-00W, to lat 21-41-00N, long. 157-30-30W, thence to point of beginning, excluding that airspace which overlaps Warning Area W-318 and excluding the airspace below 3000 ft MSL lying within Restricted Area R-323 and excluding the airspace below 5000 ft lying within Caution Area C-330. The portion of this control area extension which overlaps the Kahuku Restricted Area R-324 shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control."

(8) (Marysville, Calif.), is added to read: "That airspace E of Marysville bounded on W by VOR civil arwy No. 23, on the N by VOR civil arwy No. 200, on the S by VOR civil arwy No. 212 and on the E by Restricted Area R-265; that airspace NE of Marysville bounded on the S by VOR civil arwy No. 200, on the W by VOR civil arwy No. 23, on the N by the Red Bluff, Calif. control area extension, and on the E by a line extending from a point at lat 39-24-00, long. 121-33-00 via a point at lat 39-50-00, long. 121-43-00 to a point at lat 40-05-20, long. 121-53-00."

CONTROL ZONES: (1) Three-mile radius zones, is amended by deleting the following airport: Jacksonville, N.C.: New River MCAF. (Note: Added with next section.)

(2) (Jacksonville, N.C.), is added to read: "Within a 3 mile radius of the New River MCAF, Jacksonville, N. C., and within 2 miles either side of a 226°T bearing extending from the New River MCAF to a point 12 miles SW, excluding the airspace above 5500 ft. MSL daily from sunset to sunrise."

(3) (Long Beach, Calif.), is amended to read: "That airspace within a 5 mile radius of Long Beach Mun. Arpt. including the airspace within a 5 miles radius of NAS Los Alamitos, Calif., and the airspace within 2 miles either side of the SE course of the Long Beach rdo rng extending from the rdo rng stn to a point 14 miles SE. excluding the portion in conflict

with El Toro MCAF control zone which includes the Orange County Airport."

(4) (Charleston, W. Va.), is amended by changing the last portion to read: "and within 2 miles either side of the 061°T and 241°T radials of the Charleston omnirng extending from the five mile radius zone to a point 10 miles SW of the omnirng stn." (Note: Corrected to use VOR radials in lieu of the 245°T bearing from the arpt so that control zone will conform with AL Procedures)

(5) (El Toro, Calif.), is amended by adding the following to present control zone: "and within 5 miles either side of a line bearing 175° T extending from the El Toro rdo rng stn to Amber civil arwy No. 1°"

(6) (Kaneohe, Oahu, T.H.), is added to read: "That airspace from the surface to 5000 ft within a radius of 3 miles centered on the Marine Corps Air Stn, Kaneohe Bay, (lat 21-27-30, long. 157-46-30W), and within 2 miles either side of aline bearing 11°T extending from the MCAS to a point 16 miles N."

REPORTING POINTS: (1) Green civil airway No. 2 (Seattle, Wash. to Boston, Mass.), is amended by deleting the following reporting points: "Bozeman, Mont. rdo rng stn; Westfield, Mass. rdo rng stn; the intsxn of the NE course of the Hartford, Conn. rdo rng and the SE course of the Westfield, Mass. rdo rng." (Note: Westfield rng stn added to Red 112, and Woodstock intsxn added to Amber 7 as compulsory reporting points - due to relctn of Westfield rng stn.) (Make Bozeman, Mont. rdo rng stn "on-request")

(2) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska), is amended after "Los Angeles, Calif., rdo rng stn;" by adding the following reporting point: "the intsxn of the NW course of the Palmdale, Calif., rdo rng and the S course of the Bakersfield, Calif. rdo rng;" (Note: Wheeler Ridge intsxn: changed from "on-request" to Compulsory reporting point. Depict as compulsory below 15, 200 ft.)

(3) Amber civil airway No. 2 (Long Beach, Calif. to Point Barrow, Alaska), is amended by deleting the following reporting point: "the intsxn of the N course of the Helena, Mont. rdo rng and the SW course of the Great Falls, Mont. rdo rng." (Note: Craig intsxn: intsxn N Helena and SW Great Falls deleted as compulsory - make "on-request" in lieu thereof)

(4) Amber civil airway No. 7 (Key West, Fla. to United States-Canadian Border), is amended after "Hartford, Conn. rdo rng stn;" by adding the following reporting point: "the intsxn of the NE course of the Hartford, Conn. rdo rng and the SE course of the Chicopee Falls, Mass. rdo rng;" (Note: Woodstock intsxn: depict as compulsory below 15, 200 ft.)

(5) Amber civil airway No. 8 (Los Angeles, Calif. to Ellensburg, Wash.), is amended by deleting the following reporting point: "the intsxn of the NW course of the Santa Barbara Calif., rdo rng and the SW course of the Fresno, Calif. rdo rng;" (Note: Bradley intsxn NW Santa Barbara and SW Fresno - make "on-request" per regional request)

(6) Red civil airway No. 112 (Albany, N.Y. to Westfield, Mass.), is added to read: "Westfield, Mass. rdo rng stn."

(7) Blue civil airway No. 35 (Oxnard, Calif. to Bakersfield, Calif.), is amended to read: "No reporting point designation." (Note: Above rewrite deletes "Lebec, Calif. fan marker" as compulsory reporting point. Change to "on-request" per regional request.)

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Lometa, Tex. omnirng stn; (b) Wheeling, Ill. omnirng stn; (c) Keeler, Mich. omnirng stn; (d) Huntsville, Ala., omnirng stn (For acft operg below 15, 200' AMSL) (See note below.) (e) Eagle Lake, Tex., omnirng (For acft operg below 15, 200' AMSL) (See note below.) (f) Alice, Tex. omnirng stn (For acft operg below 15, 200' AMSL). (See note below.) (g) Apple Intsxn: the intsxn of the Palmdale, Calif. omnirng 096°T and the Daggett, Calif. omnirng 235°T radials.

(2) Domestic VOR reporting points is amended by changing the following reporting point to read: (a) Sequin Intsxn - the intsxn of the San Antonio, Tex. omnirng 089°T and the Austin, Tex. omnirng 189°T radials. (For acft operg below 15, 200 ft AMSL) (See note below.)

(3) Domestic VOR reporting points is amended by revoking the following reporting points: (a) Bozeman, Mont. omnirng stn. (b) Perris Intsxn - the intsxn of the Long Beach, Calif. omnirng 095°T and the March (Riverside), Calif. omnirng 188°T radials. (c) El Monte Intsxn - the intsxn of the Ontario, Calif. omnirng 292°T and the Long Beach, Calif. omnirng 357°T radials. (d) Berry Intsxn - the Intsxn of the Ontario, Calif. omnirng 300°T, the Long Beach, Calif. omnirng 346°T and the Los Angeles, Calif. omnirng 035°T radials. (e) Catalina Intsxn - the intsxn of the Los Angeles, Calif. omnirng 185°T radial, the Long Beach, Calif. omnirng 220°T radial and a straight line bearing 099°T to the Oceanside, Calif. nondirectional rdo bcn.

NOTE: The chart depiction of the existing reporting points indicated below should be changed from, "all altitudes" to "below 15, 200 ft above mean sea level."

(VOR) Waterway, Tex. Intsxn (Beaumont 168°T - Lake Charles 244°T, Galveston, Tex., 064°T.

(LF) Port Arthur, Tex. Intsxn (Beaumont S course LFR and Galveston NE course LFR on Green 6.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective November 15, 1956:

Section 610.12 Green Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Albany,N.Y.LFR	Brainard INT,N.Y. SE-bound	4000
	NW-bound	3000
Brainard INT,N.Y.	Hartford,Conn.LFR	4000
Hartford,Conn.LFR	Moosup INT,Conn.	2000
Moosup INT,Conn.	N.Scituate INT,R.I.	1700

Section 610.109 Amber Civil Airway 9 is amended to read in part:

FROM	TO	MEA
Charleston,S.C. LFR	Myrtle Beach,S.C. LF/RBN	1300

Section 610.267 Red Civil Airway 67 is amended to read in part:

FROM	TO	MEA
Crestview,Fla.LFR	Dothan,Ala.LFR	1500

Section 610.259 Red Civil Airway 59 is amended to read in part:

FROM	TO	MEA
Gage,Okla.LFR	Oklahoma City,Okla. LFR	3700

Section 610.271 Red Civil Airway 71 is amended to read in part:

FROM	TO	MEA
Elkins INT,N.Mex.	Lubbock,Tex.LFR	5500

Section 610.312 Red Civil Airway 112 is added to read:

FROM	TO	MEA
Lee INT,Mass.	Westfield, Mass.LFR	4000

Section 610.603 Blue Civil Airway 3 is amended to read in part

FROM	TO	MEA
Marianna INT,Fla.	Dothan,Ala.LFR	1500

Section 610.610 Blue Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Richmond INT, Calif.	Williams,Calif.LFR	5000

Section 610.1001 Direct Routes, U.S. is amended to delete:

FROM	TO	MEA
Advance,Mo.LFR	Little Rock,Ark. LFR	1700
Albany,Ga.LFR	Alma,Ga.LFR	1600
Albany,Ga.LFR	Cross City,Fla.LFR	1400
Columbia,S.C.LFR	Savannah,Ga.LFR	1700
Huntsville,Ala. VOR	Muscle Shoals,Ala. VOR	2000
Lubbock,Tex.VOR	Tucumcari,N.M.VOR	7000
San Antonio,Tex. LFR	Smithville,Tex. LF/RBN	2200
Chattanooga,Tenn. LFR	Muscle Shoals,Ala. LFR	4000
Asheville,N.C. LF/RBN	Charlotte,N.C.LFR	6500
El Dorado,Ark. LF/RBN	Pine Bluff,Ark. LF/RBN	1600

Direct Routes - U. S. - cont'd.

FROM	TO	MEA
El Dorado,Ark.VOR	Pine Bluff,Ark.VOR	1600
El Dorado,Ark. VOR	Little Rock,Ark. VOR	1800
Flippin,Ark.VOR	Little Rock,Ark. VOR	3000
Greensboro,N.C. VOR	Int. Tri-City VOR 105° rad. & N crs. Hickory LFR	6500
Little Rock,Ark. LFR	Springfield,Mo. LFR	3000
Roswell,N.Mex.LFR	Amarillo,Tex.LFR	5600
Tri-City,Tenn. LFR	Int.Tri-City,Tenn. VOR 105° rad. & N crs. Hickory,N.C. LFR	7500
Tri-City,Tenn. VOR	Int. Tri-City,Tenn. VOR 105°rad.&N crs Hickory,N.C.LFR	7500
Quitman,Tex.VOR	Texarkana,Tex.VOR	1700
Winston-Salem, N.C.LFR	Int.Winston-Salem VOR 286° rad.& N crs Hickory LFR	6500

Section 610.1001 Direct Routes, U. S. is amended to read in part:

FROM	TO	MEA
Little Rock,Ark. LFR	Int.Little Rock LFR 074° brg & N crs Stuttgart LFR	1500
Memphis,Tenn.LFR	Int.Little Rock LFR 074° brg.& N crs Stutthart LFR	1700

Section 610.6001 VOR Civil Airway 1 is amended to read in part:

FROM	TO	MEA
Va. Beach Int. C. *1400 - MOCA	Cofield,N.C.VOR	*4000
Cofield,N.C.VOR	Corapeake INT,Va.	1200

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Milwaukee,Wis.VOR Via S alter.	Sun Fish INT,Wis. Via S alter.	2300
Sun Fish INT,Wis. Via S alter.	Muskegon,Mich.VOR Via S alter.	2000
Syracuse,N.Y.VOR *3500 - MRA	*Sherrill INT,N.Y.	3000
Sherrill INT,N.Y.	Albany,N.Y.VOR	3000
Syracuse,N.Y.VOR Via S alter.	Munnsville INT,N.Y. Via S alter.	3000
Munnsville INT, N.Y. Via S alter.	Albany,N.Y.VOR, Via S alter.	4500

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
West Palm Beach, Fla.VOR	Vero Beach,Fla. VOR	1200
Vero Beach,Fla. VOR *1300 - MOCA	Daytona Beach,Fla. VOR	*1500

(16 Oct 1956)

Section 610.6004 VOR Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Nunn INT,Colo. Via N alter.	*Gill INT,Colo. Via N alter.	**14000

*14000 - MCA Gill INT, NW-bound

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR Via E alter.	Daytona Beach,Fla.VOR Via E alter.	1300

Section 610.6006 VOR Civil Airway 6
is amended by adding:

FROM	TO	MEA
Oakland,Calif. VOR Via S alter.	*Altamont INT,Calif. Via S alter.	5000

*5000 - MCA Altamont INT, SW-bound

Altamont INT, Calif. Via S alter.	Sacramento,Calif. VOR Via S alter.	4000

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
Ft.Myers,Fla.VOR Via E alter. *5000 - MRA	*LaBelle INT,Fla. Via E alter.	1300
LaBelle INT,Fla. Via E alter. *1300 - MOCA	Lakeland,Fla.VOR Via E alter.	*4000
*Wind Lake INT, Wis. *3000 - MRA	Milwaukee,Wis.VOR	2300

Section 610.6010 VOR Civil Airway 10
is amended to delete:

FROM	TO	MEA
South Bend,Ind. VOR Via N alter.	Litchfield,Mich. VOR Via N alter.	2400

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Naperville,Ill. VOR Via N alter.	Beacon INT(Lake Mich.) Via N alter.	2500
Beacon INT, (Lake Mich.) Via N alter.	Neptune INT, (Lake Mich.) Via N alter.	2000
Neptune INT, (Lake Mich.) Via N alter.	South Bend, Ind.VOR Via N alter.	2300

Section 610.6013 VOR civil airway 13
is amended to read in part:

FROM	TO	MEA
Mason City,Iowa VOR Via W alter. *4000 - MRA **2600 - MOCA	*Prior INT,Minn. Via W alter.	**3400

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Syracuse,N.Y.VOR *3500 - MRA	*Sherrill INT,N.Y.	3000
Sherrill INT,N.Y.	Albany,N.Y.VOR	3000

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
Marianna,Fla.VOR Via N alter.	Calvary INT,Fla. Via N alter.	1500
Calvary INT,Fla. Via N alter. *3000 - MRA **1400 - MOCA	*Quitman INT,Fla. Via N alter.	**2500
Quitman INT,Fla. Via N alter. *1500 - MOCA	Greenville INT,Fla. Via N alter.	*3500
Greenville INT, Fla. Via N alter. *3000 - MRA **1500 - MOCA	*Genoa INT,Fla. Via N alter.	**3000
Genoa INT,Fla. Via N alter. *1200 - MOCA	Bryceville INT,Fla. Via N alter.	*2500
Bryceville INT, Fla. Via N alter. *1300 - MOCA	Jacksonville,Fla. VOR Via N alter.	*1500

Section 610.6023 VOR Civil Airway 23
is amended by adding:

FROM	TO	MEA
Bakersfield,Calif. VOR Via E alter.	Fresno,Calif.VOR Via E alter.	4000

Section 610.6026 VOR Civil Airway 26
is amended to read in part:

FROM	TO	MEA
Redwood Falls, Minn.VOR Via S alter. *4000 - MRA **2300 - MOCA	*Prior INT,Minn. Via S alter.	**4000
Prior INT,Minn. Via S alter.	Minneapolis,Minn.VOR Via S alter.	2500

Section 610.6027 VOR Civil Airway 27
is amended to read in part:

FROM	TO	MEA
Oakland,Calif.VOR Via E alter.	Point Reyes,Calif.VOR Via E alter.	5000

Section 610.6029 VOR Civil Airway 29
is amended to read in part:

FROM	TO	MEA
West Chester,Pa. VOR	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Allentown,Pa.VOR	2500

Section 610.6030 VOR Civil Airway 30
is amended to read in part:

FROM	TO	MEA
Milwaukee,Wis. VOR Via S alter. *3500 - MRA	*New Berlin INT,Wis. Via S alter.	2300
New Berlin INT, Wis. Via S alter. *2100 - MOCA	Racine INT,Wis. Via S alter.	*3000
Racine INT,Wis. Via S alter. *2000 - MOCA	Pullman,Mich.VOR Via S alter.	*3000
Pullman,Mich.VOR *2500 - MRA	*LeRoy INT,Mich.	2200
LeRoy INT,Mich.	Litchfield,Mich.VOR	2200

Section 610.6032 VOR Civil Airway 32
is amended to read in part:

FROM	TO	MEA
Bonneville,Utah VOR	*Salt Lake City,Utah VOR W-bound	10000
	E-bound	11000

*12000 - MCA Salt Lake City VOR,E-bound

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
*Shrimp INT,Fla. *6000 - MRA **1000 - MOCA	Scallop INT,Fla.	**4000
Scallop INT,Fla. *1000 - MOCA	Lobster INT,Fla.	*6000

Section 610.6037 VOR Civil Airway 37
is amended by adding:

FROM	TO	MEA
Pulaski,Va.VOR	Marie INT,W.Va.	6000

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Turnpike INT,Pa. *4000 - MRA **3000 - MOCA	*Mercer INT,Pa.	**4000
Mercer INT,Pa. *4000 - MRA **3000 - MOCA	*Hadley INT,Pa.	**4000
Hadley INT,Pa. *3000 - MOCA	Erie,Pa.VOR	*4000

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Vero Beach,Fla. VOR	Daytona Beach,Fla. VOR	*1500

*1300 - MOCA

Section 610.6054 VOR Civil Airway 54
is amended to read in part:

FROM	TO	MEA
Muscle Shoals, Ala. VOR *4500 - MRA	*Tanner INT,Ala.	2200
Tanner INT,Ala.	Huntsville,Ala.VOR	2200

Section 610.6055 VOR Civil Airway 55
is amended to read in part:

FROM	TO	MEA
South Bend, Ind. VOR	Keeler Mich. VOR	2000
Keeler Mich. VOR	Pullman,Mich.VOR	2100

Section 610.6062 VOR Civil Airway 62
is amended to read in part:

FROM	TO	MEA
Anton Chico, N.Mex. VOR (deletes MRA at Ima INT)	School INT,N.Mex.	8000

Section 610.6068 VOR Civil Airway 68
is amended by adding:

FROM	TO	MEA
Junction,Tex.VOR Via N alter. *4000 - MRA **3400 - MOCA	*Guadalupe INT,Tex. Via N alter.	**4000

VOR Civil Airway 68 - cont'd.

FROM	TO	MEA
Guadalupe INT, Tex. Via N alter. *4000 - MRA **3400 - MOCA	*Fredericksburg INT, Tex. Via N alter.	**4000
Fredericksburg INT, Tex. Via N Alter.	San Antonio,Tex.VOR Via N alter.	3000

Section 610.6073 VOR Civil Airway 73
is amended to delete:

FROM	TO	MEA
Tulsa,Okla.VOR	Pawhuska INT,Okla.	2200
Pawhuska INT, Okla. *3000 - MRA	*Cambridge INT, Kans.	3000

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
Brady INT,Tex. *4000 - MRA **3100 - MOCA	*Kingsland INT, Tex.	**7500

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
*Wichita,Kans.VOR	Topeka,Kans.VOR	3000

*3000 - MCA Wichita VOR, NE-bound

San Angelo,Tex. VOR Via E alter. *6000 - MRA	*Paint Rock INT,Tex. Via E alter.	3500
Paint Rock INT, Tex. Via E alter. *3300 - MOCA	Abilene,Tex.VOR Via E alter.	*6000

Section 610.6084 VOR Civil Airway 84
is amended by adding:

FROM	TO	MEA
Wheeling,Ill.VOR *2500 - MRA **2000 - MOCA	*Papi INT,Ill.	**2500
Papi INT,Ill.	Pullman,Mich.VOR	2000

Section 610.6085 VOR Civil Airway 85
is amended to read:

FROM	TO	MEA
Rock River,Wyo. VOR Via W alter.	*Casper,Wyo.VOR Via W alter.	11000

*9500 - MCA Casper VOR, S-bound

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Tampa,Fla.VOR Via E alter. *2000 - MRA **1300 - MOCA	*Hudson INT,Fla. Via E alter.	**1500
Hudson INT,Fla. Via E alter. *1200 - MOCA	Cross City,Fla.VOR Via E alter.	*2500
Cross City,Fla. VOR Via E alter.	Tallahassee,Fla. VOR Via E alter.	1500

Section 610.6100 VOR Civil Airway 100 is added to read:

FROM	TO	MEA
North Platte,Nebr. VOR	Sioux City,Iowa VOR	*10000
*4300 - MOCA		
Sioux City,Iowa VOR	Alden INT,Iowa	*7000
*2800 - MOCA		
Alden INT,Iowa	Waterloo,Iowa VOR	*3000
*2300 - MOCA		
Waterloo,Iowa VOR	Polo,Ill.VOR	*4700
*3100 - MOCA		
Wheeling,Ill.VOR	*White Fish INT, Ill.	2000
*3500 - MRA		
White Fish INT, Ill.	Keeler Mich. VOR	2000
Keeler Mich. VOR	*LeRoy INT,Mich.	**2500
*2500 - MRA		
**2100 - MOCA		
LeRoy INT,Mich.	*Jackson INT, Mich.	**5200
*5200 - MRA		
**2300 - MOCA		
Jackson INT,Mich.	Salem,Mich.VOR	*5200
*2400 - MOCA		
*LeRoy INT,Mich.	Salem,Mich.VOR	#2500
*2500 - MRA		
#Utilizing Jackson LF/RBN		

Section 610.6107 VOR Civil Airway 107 is amended to read in part:

FROM	TO	MEA
Coalinga,Calif. VOR	*Oakland,Calif.VOR	7000
*2500 - MCA Oakland VOR, SE-bound		
Larry INT,Calif.	Mt. Hamilton INT,Calif. N-bound only	6500
Mt. Hamilton INT, Calif.	Mt.Day INT,Calif. N-bound only	6000
Mt.Day INT,Calif.	Mission INT,Calif. N-bound only	5000
Mission INT,Calif.	Oakland,Calif.VOR N-bound only	3500

Section 610.6116 VOR Civil Airway 116 is amended to read in part:

FROM	TO	MEA
Naperville,Ill. VOR	Beacon INT,Ill.	2500
Beacon INT,Ill.	Keeler ,Mich. VOR	2000
Keeler Mich.VOR	*LeRoy INT,Mich.	**2500
*2500 - MRA		
**2100 - MOCA		
LeRoy INT,Mich.	*Jackson INT,Mich.	**5200
*5200 - MRA		
**2300 - MOCA		
Jackson INT,Mich.	Salem,Mich.VOR	*5200
*2400 - MOCA		
*LeRoy INT,Mich.	Salem,Mich.VOR	#2500
*2500 - MRA		
#Utilizing Jackson LF/RBN		

Section 610.6126 VOR Civil Airway 126 is amended to delete:

FROM	TO	MEA
Wilkes-Barre Scranton,Pa.VOR	Branchville INT, N.J.	3500
Branchville INT,	Paterson INT,N.J.	3000

Section 610.6126 VOR Civil Airway 126 is amended by adding:

FROM	TO	MEA
Wilkes-Barre,Pa. VOR	Huguenot,N.Y.VOR	3500
Huguenot,N.Y.VOR	Wilton,Conn.VOR	2700

Section 610.6140 VOR Civil Airway 140 is amended to read in part:

FROM	TO	MEA
Amarillo,Tex.VOR (deletes MRA at McLean INT)	Sayre,Okla.VOR	4700

Section 610.6146 VOR Civil Airway 146 is amended by adding:

FROM	TO	MEA
Wilkes-Barre Scranton,Pa.VOR	Huguenot,N.Y.VOR	3500
Huguenot,N.Y.VOR	Newburg INT,N.Y.	2500
Newburg INT,N.Y.	Poughkeepsie,N.Y. VOR	3000

Section 610.6147 VOR Civil Airway 147 is amended to delete:

FROM	TO	MEA
West Chester,Pa. VOR	Allentown,Pa.VOR	2500

Section 610.6147 VOR Civil Airway 147 is amended by adding:

FROM	TO	MEA
Philadelphia,Pa. ILS loc.	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Allentown,Pa.VOR	2500

Section 610.6148 VOR Civil Airway 148 is amended by adding:

FROM	TO	MEA
Denver,Colo.VOR	Parker INT,Colo.	7000
Parker INT,Colo.	Kiowa, Colo.VOR	7700
Kiowa,Colo.VOR	Thurman,Colo.VOR	7200

Section 610.6150 VOR Civil Airway 150 is amended by adding:

FROM	TO	MEA
San Francisco, Calif. TVOR	Stinson Beach INT, Calif.	5500
Stinson Beach INT, Calif.	Richmond INT, Calif.	5500
Richmond INT, Calif.	Pinole INT,Calif.	3500
Pinole INT,Calif.	Sacramento,Calif. VOR	3000

Section 610.6152 VOR Civil Airway 152 is amended to read in part:

FROM	TO	MEA
Tampa,Fla.VOR	Katy INT,Fla.	1500
Orlando,Fla.VOR	Daytona Beach,Fla. VOR	1300

Section 610.6158 VOR Civil Airway 158 is amended to delete:

FROM	TO	MEA
Alden INT,Iowa	Waterloo,Iowa VOR	*3000
*2300 - MOCA		

Section 610.6163 VOR Civil Airway 163 is amended to delete:

FROM	TO	MEA
Waco,Tex.VOR	Mill INT,Tex.	*3500
*2500 - MOCA		
Mill INT,Tex.	Mineral Wells,Tex. VOR	*3500
*2400 - MOCA		

Section 610.6163 VOR Civil Airway 163 is amended by adding:

FROM	TO	MEA
San Antonio,Tex. VOR	Spring Branch INT, Tex.	*3000
*2600 - MOCA		
Spring Branch INT,Tex.	*Kingsland INT, Tex.	**4000
*4000 - MRA		
**2800 - MOCA		
Kingsland INT, Tex.	Lometa,Tex.VOR	*4000
*2800 - MOCA		
Lometa,Tex.VOR	*Mill INT,Tex.	**5000
*3500 - MRA		
**2800 - MOCA		
Mill INT,Tex.	Mineral Wells,Tex. VOR	*3500
*2400 - MOCA		
San Antonio,Tex. VOR	*Guadalupe INT,Tex.	
Via W alter.	Via W alter.	3000
*4000 - MRA		
Guadalupe INT,Tex.	*Fredericksburg INT, Tex.	
Via W alter.	Via W alter.	3000
*4000 - MRA		
Fredericksburg INT, Tex.	Lometa,Tex.VOR	
Via W alter.	Via W alter.	*4000
*3100 - MOCA		

Section 610.6170 VOR Civil Airway 170 is amended by adding:

FROM	TO	MEA
Milwaukee,Wis. VOR	Sun Fish INT, (Lake Mich.)	2300
Sun Fish INT, (Lake Mich.)	Pullman,Mich.VOR	*2700
*2000 - MOCA		
Pullman,Mich.VOR	Hickory INT,Mich.	3000
Hickory INT,Mich.	*Leslie INT,Mich.	**3500
*3000 - MRA		
**3000 - MOCA		
Leslie INT,Mich.	Salem,Mich.VOR	2500

Section 610.6187 VOR Civil Airway 187 is amended to read:

FROM	TO	MEA
Chicago Heights, Ill. VOR	*Bull Head INT,Ill.	2500
*2500 - MRA		
Bull Head INT, Ill.	*Papi INT,Ill.	2500
*2500 - MRA		

VOR Civil Airway 187 - cont'd.

FROM	TO	MEA
Papi INT,Ill.	*Taylor INT,Wis.	**4500
*4500 - MCA Taylor INT, S-bound		
**2000 - MOCA		
Taylor INT,Wis.	Racine INT,Wis.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT, Wis.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300
Chicago Heights, Ill. VOR	Beacon INT,Ill.	
Via E alter.	Via E alter.	2000
Beacon INT,Ill.	White Fish INT,Ill.	
Via E alter.	Via E alter.	2500
White Fish INT, Ill.	Taylor INT,Ill.	
Via E alter.	Via E alter.	*3500
*2000 - MRA		
Taylor INT,Ill.	Racine INT,Wis.	
Via E alter.	Via E alter.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT,Wis.	
Via E alter.	Via E alter.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	
Via E alter.	Via E alter.	2300

Section 610.6191 VOR Civil Airway 191 is amended by adding:

FROM	TO	MEA
Chicago O'Hare, Ill. TVOR	Taylor INT,Wis.	*3000
*2100 - MOCA		
Taylor INT,Wis.	Racine INT,Wis.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT, Wis.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300

Section 610.6192 VOR Civil Airway 192 is amended to read in part:

FROM	TO	MEA
Corona,N.Mex.VOR	Tucumcari,N.Mex. VOR	*11000
*9000 - MOCA (deletes MRA at Ima INT)		

Section 610.6214 VOR Civil Airway 214 is amended to delete:

FROM	TO	MEA
Muskegon,Mich. VOR	Saginaw,Mich. LF/RBN	*4000
*2400 - MOCA		

Section 610.6216 VOR Civil Airway 216 is amended to read:

FROM	TO	MEA
Janesville,Wis. VOR	*Wind Lake INT, Wis.	**3000
*3000 - MRA		
**2400 - MOCA		

VOR Civil Airway 216 - cont'd.

FROM	TO	MEA
Wind Lake INT, Wis.	Sun Fish INT,Wis.	*3500
*2000 - MOCA		
Sun Fish INT,Wis.	Muskegon,Mich.VOR	2000
Muskegon,Mich.VOR	Saginaw,Mich. LF/RBN	*4000
*2400 - MOCA		

Section 610.6218 VOR Civil Airway 218 is amended to read:

FROM	TO	MEA
Sycamore INT,Ill.	Naperville,Ill.VOR	2000
Naperville,Ill. VOR	Beacon INT,Ill.	2500
Beacon INT,Ill.	Keeler Mich. VOR	2000
Keeler Mich. VOR	*Kalamazoo INT, Mich.	2200
*2500 - MCA Kalamazoo INT, NE-bound		
Kalamazoo INT, Mich.	*Hickory INT,Mich.	3000
*2500 - MCA Hickory INT, SW-bound		
Hickory INT,Mich.	Lansing,Mich.VOR	2200
Lansing,Mich.VOR	Flint INT,Mich.	2400

Section 610.6219 VOR Civil Airway 219 is amended to read:

FROM	TO	MEA
Janesville,Wis. VOR	*New Berlin INT, Wis.	**3500
*3500 - MRA		
**2400 - MOCA		

Section 610.6220 VOR Civil Airway 220 is amended to read in part:

FROM	TO	MEA
Roggen INT,Colo.	Akron,Colo.VOR	7000

Section 610.6228 VOR Civil Airway 228 is amended to read:

FROM	TO	MEA
Wheeling,Ill.VOR	*Bull Head INT,Ill.	2000
*2500 - MRA		
Bull Head INT, Ill.	South Bend,Ind. VOR	2300

Section 610.6249 VOR Civil Airway 249 is added to read:

FROM	TO	MEA
Caldwell,N.J.VOR	Huguenot,N.Y.VOR	3000

Section 610.6251 VOR Civil Airway 251 is added to read:

FROM	TO	MEA
West Chester,Pa. VOR	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Captain INT,Pa.	2000
Captain INT,Pa.	Caldwell,N.J.VOR	2500

Section 610.6252 VOR Civil Airway 252 is added to read:

FROM	TO	MEA
Binghamton,N.Y. VOR	Huguenot,N.Y.VOR	4000
Huguenot,N.Y.VOR	Paterson INT,N.J.	2500

Section 610.6254 VOR Civil Airway 254 is added to read:

FROM	TO	MEA
Reinholds INT,Pa.	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Columbus INT,N.J.	2000

Section 610.6256 VOR Civil Airway 256 is added to read:

FROM	TO	MEA
Reinholds INT,Pa.	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Warrington INT,Pa.	2000

Section 610.6258 VOR Civil Airway 258 is added to read:

FROM	TO	MEA
Charleston,W.Va. VOR	Marie INT,W.Va.	6000
Marie INT,W.Va.	Rock Camp INT, W.Va.	*7000
*6000 - MOCA		
Rock Camp INT, W.Va.	Roanoke,Va.VOR	6000

Section 610.6260 VOR Civil Airway 260 is added to read:

FROM	TO	MEA
Charleston,W.Va. VOR	*Leonard INT,W.Va.	6000
*9000 - MRA		
Leonard INT,W.Va.	*Greenbrier INT, W.Va.	**9000
*9000 - MRA		
**6000 - MOCA		
Greenbrier INT, W.Va.	Roanoke,Va.VOR	6000

SPECIAL MILITARY EXERCISE: Effective October 25 - November 14, 1956, SAC will conduct special low level missions with jet acft operating between 350-500 knots. Low level - 500 ft above terrain - route direct between Offutt AFB and Bemidji, Minn. Arpt. Acft will execute pull-up over Bemidji Arpt climbing to high altitude on direct course to Grand Island LFR. Additional low level operations will begin when crossing 39-45N on direct route Grand Island-Camp Phillips Bomb Range - adjacent to Smoky Hill AFB- thence to Camp Phillips Bomb Range, thence to a point near Clay Center, Kansas where direct route between Camp Phillips Bomb Range and Offutt AFB crosses the Republican River. Climb will be started to high altitude when crossing the river. All low level operations will be conducted in accordance with VFR. Aircraft will arrive over Bemidji Airport in elements of two at ten-minute intervals during period 0945-1315C on the following dates: Oct 25, 30; Nov. 2, 7 and 14. If unfavorable weather exists on any of the primary dates, mission for that day will be postponed in increments of 24 hours until flown. Aircraft will approach Bemidji Arpt. from S to N crossing intersection of runways at 500 ft. before starting pull-up. An observer team will be stationed at Bemidji Airport with UHF facilities for direct communication with participating aircraft and will notify them when approaching from S of any other aircraft in vicinity of airport during low-level pass. All aircraft are warned to avoid use of area within 5-mile radius of Bemidji Airport during scheduled dates of this mission. All aircraft also requested to be alert on all other segments of the subject mission.

ON-REQUEST REPORTING POINTS: The following on-request reporting points are changed, designated, redesignated or cancelled and shall become effective November 15, 1956:

SEE ALSO PAGE 26

CHANGE SPELLING:

(1) HULTON, WIS. INTSXN - Corrected to read: HOULTON, WIS. INTSXN.

DESIGNATE:

(1) ALTAMONT (VHF) INTSXN - the intsxn of the 078°T radial of the Oakland, Calif. VOR and the 192° T radial of the Sacramento, Calif. VOR.

(2) ANTELOPE (VHF) INTSXN - the intsxn of the 297°T radials of the Salt Lake City, Utah VOR and the 217°T radial of the Ogden, Utah VOR.

(3) BERRY (VHF) INTSXN - the intsxn of the 035°T radial of the Los Angeles, Calif. VOR and the 300°T radial of the Ontario, Calif. VOR.

(4) BOZEMAN, MONT. LFR

(5) BOZEMAN, MONT. VOR

(6) BRADLEY (LF) INTSXN - the intsxn of the SW course of the Fresno, Calif. LFR and the N course of the Santa Barbara, Calif. LFR.

(7) BRAINARD (LF) INTSXN - the intsxn of the 007°T radial of the Poughkeepsie, N.Y. VOR and a 321°T bearing toward Albany, N.Y. LFR.

(8) BULL HEAD (VHF) INTSXN - the intsxn of the 109°T radial of the Wheeling, Ill. VOR and the 358° T radial of the Chicago Heights, Ill. VOR.

(9) CAPTAIN (VHF) INTSXN - the intsxn of the 044°T radial of the Pottstown, Pa. VOR and the 104°T radial of the Allentown, Pa. VOR.

(10) CATALINA (VHF) INTSXN - the intsxn of the 185°T radial of the Los Angeles, Calif. VOR and the 220°T radial of the Long Beach, Calif. VOR.

(11) COLUMBUS (VHF) INTSXN - the intsxn of the 104°T radial of the Pottstown, Pa. VOR and the 242° T radial of the Colts Neck, N.J. VOR.

(12) CRAIG (LF) INTSXN - the intsxn of the SW course of the Great Falls, Mont. LFR and the N course of the Helena, Mont. LFR.

(13) EL MONTE (VHF) INTSXN - the intsxn of the 357° T radial of the Long Beach, Calif. VOR and the 292°T radial Ontario, Calif. VOR.

(14) FREDERICKSBURG (VHF) INTSXN - the intsxn of the 334°T radial of the San Antonio Tex. VOR and the 112°T radial of the Junction, Tex. VOR and the 192°T radial of the Lometa, Tex. VOR.

(15) GIANT ROCK (VHF) INTSXN - the intsxn of the 068°T radial, of the Ontario , Calif. VOR and the 160°T radial of the Daggett, Calif. VOR.

(16) GRAPEVINE (VHF) INTSXN - the intsxn of the 197°T radial of the Little Rock, Ark. VOR and the 248°T radial of the Pine Bluff, Ark. VOR.

(17) GREENBRIER (VHF) INTSXN - the intsxn of the 328°T radial of the Roanoke, Va. VOR and the 025°T radial of the Pulaski, Va. VOR.

(18) HERRICK (VHF) INTSXN - the intsxn of the 130°T radial of the Binghamton, N.Y. VOR and the 359°T radial of the Wilkes-Barre, Pa. VOR.

(19) HICKORY (VHF) INTSXN - the intsxn of the 091°T radial of the Pullman, Mich. VOR and the 061°T radial of the Keeler, Mich. VOR.

(20) HUDSON (VHF) INTSXN - the intsxn of the 349°T radial of the Tampa, Fla. VOR and the 287°T radial of the Lakeland, Fla. VOR.

(21) JACKSON (VHF) INTSXN - the intsxn of the 050°T radial of the Litchfield, Mich. VOR and the 257°T radial of the Salem, Mich. VOR.

(22) KALAMAZOO (VHF) INTSXN - the intsxn of the 061°T radial of the Keeler, Mich. VOR and the 112°T radial of the Pullman, Mich. VOR.

(23) LAKE SHORE (VHF) INTSXN - the intsxn of the 075°T radial of the Naperville, Ill. VOR and the 358°T radial of the Chicago Heights, Ill. VOR.

(24) LEBEC (LF) INTSXN - the intsxn of the N course of the Camarillo, Calif. LFR and the NW course of the Newhall, Calif. LFR.

(25) LEE (LF) INTSXN - the intsxn of the W course of the Westfield, Mass. LFR and a 321° T bearing toward Albany, N.Y. LFR.

(26) LEONARD (VHF) INTSXN - the intsxn of the 104°T radial of the Charleston, W. Va. VOR, the 328°T radial of the Roanoke, Va. VOR and the 201°T radial of the Elkins, W. Va. VOR.

(27) LEROY (VHF) INTSXN - the intsxn of the 085°T radial of the Keeler, Mich. VOR and the 293°T radial of the Litchfield, Mich. VOR.

(28) LLANO (VHF) INTSXN - the intsxn of the 293°T radial of the Austin, Tex. VOR and the 192° T radial of the Lometa, Tex. VOR.

(29) LONGVIEW (VHF) INTSXN - the intsxn of the 359°T radial of the Newberg, Oregon VOR and the 309°T radial of the Portland, Oregon VOR.

(30) MARIE (VHF) INTSXN - the intsxn of the 129°T radial of the Charleston, W. Va. VOR and the 256°T radial of the Montebello, Va. VOR.

(31) PARKER (VHF) INTSXN - the intsxn of the 186°T radial of the Denver, Colo. VOR and the 278°T radial of the Kiowa, Colo. VOR.

(32) PERRIS (VHF) INTSXN - the intsxn of the 188°T radial of the March AFB VOR and the 095°T radial of the Long Beach, Calif. VOR.

(33) PINOLE (VHF) INTSXN - the intsxn of the 233°T radial of the Sacramento, Calif.

VOR and the 004°T radial of the San Francisco, Calif. TVOR.

(34) PRINCETON (VHF) INTSXN - the intsxn of the 082°T radial of the Huntsville, Ala. VOR and the 174°T radial of the Nashville, Tenn. VOR.

(35) RIVER (VHF) INT SXN - the intsxn of the 105°T radial of the Peoria, Ill. VOR and the 316°T bearing toward Peoria, Ill. LFR,

(36) RIVER FALLS (VHF) INTSXN - the intsxn of the 115°T radial of the Minneapolis, Minn. VOR, and the 180°T radial of the Grantsburg, Wis. VOR. (Required on Minneapolis Terminal Area VOR Departure Chart. 2600' MSL)

(37) ROCK CAMP (VHF) INTSXN - the intsxn of the 025°T radial of the Pulaski, Va. VOR and the 295°T radial of the Roanoke, Va. VOR.

(38) SPRING HILL (VHF) INTSXN - the intsxn of the 099°T radial of the Graham, Tenn. VOR and the S course of the Nashville, Tenn. ILS lclzr.

(39) STANSBURY (VHF) INTSXN - the intsxn of the 329°T radial of the Utah Lake, Utah VOR and the 265°T radial of the Salt Lake City, Utah VOR.

(40) STURGEON (VHF) INTSXN - the intsxn of the 135°T radial of the Milwaukee, Wis. VOR and the 013°T radial of the Chicago Heights, Ill. VOR.

(41) SUNOL (VHF) INTSXN - the intsxn of the 032°T radial Agnew, Calif. VOR and the front course of the Oakland, Calif. ILS lclzr.

(42) TANNER (VHF) INTSXN - the intsxn of the 264°T radial of the Huntsville, Ala. VOR and the 158°T radial of the Graham, Tenn. VOR

(43) VALLEY CENTER (LF) INTSXN - the intsxn of the 100°T bearing from Oceanside, Calif. rdo bcn and a 305°T bearing from the Miramar, Calif. rdo bcn.

(44) VALLEY CENTER (VHF) INTSXN - the intsxn of the 101°T radial of the Oceanside, Calif. VOR and the 010°T radial of the San Diego, Calif. VOR.

(45) VERNALIS (VHF) INT SXN - the intsxn of the 160°T radial Sacramento, Calif. VOR and the 273°T radial of the Modesto, Calif. VOR.

(46) WHITE FISH (VHF) INTSXN - the intsxn of the 093°T radial of the Wheeling, Ill. VOR and the 013°T radial of the Chicago Heights, Ill. VOR.

(47) WINN RANCH (VHF) INTSXN - the intsxn of the 207°T radial of the Austin, Tex. VOR and the 058°T radial of the San Antonio, Tex. VOR.

(48) WOODSIDE (VHF) INTSXN - the intsxn of the 275°T radial of the Agnew, Calif. VOR, the 159°T radial of the San Francisco, Calif. TVOR and the 233°T bearing from the Fremont, Calif. rdo bcn.

REDESIGNATE:

(1) ACTON (VHF) INTSXN - the intsxn of the 122°T radial of the Indianapolis, Ind. VOR and the 047°T radial of the Scotland, Ind. VOR.

(2) BEACON (VHF) INTSXN - the intsxn of the 075°T radial of the Naperville, Ill. VOR and the 013°T radial of the Chicago Heights, Ill. VOR.

(3) CRIB (VHF) INTSXN - the intsxn of the 013°T radial of the Chicago Heights, Ill. VOR and the 090°T radial of the Naperville, Ill. VOR.

(4) ELMENDORF (VHF) INTSXN - the intsxn of the 168°T radial of the San Antonio, Tex. VOR and the 040°T radial of the Cotulla, Tex. VOR.

(5) KINGSLAND (VHF) INTSXN - the intsxn of the 293°T radial of the Austin, Tex. VOR and the 173°T radial of the Lometa, Tex. VOR.

(6) MERMAID (VHF) INTSXN - the intsxn of the 257°T radial of the Keeler, Mich. VOR and the 308°T radial of the South Bend, Ind. VOR.

(7) MESQUITE (LF) INTSXN - the intsxn of the E course of the Dallas, Tex. LFR and the 135°T radial of the Dallas, Tex. VOR.

(8) NEPTUNE (VHF) INTSXN - the intsxn of the 257°T radial of the Keeler, Mich. VOR and the 109°T radial of the Wheeling, Ill. VOR.

(9) NEW BERLIN (VHF) INTSXN - the intsxn of the 135°T radial of the Milwaukee, Wis. VOR and the 058°T radial of the Janesville, Ill. VOR.

(10) PAPI (VHF) INTSXN - the intsxn of the 078°T radial of the Wheeling, Ill. VOR and the 358°T radial of the Chicago Heights, Ill. VOR

(11) PRIOR (VHF) INTSXN- the intsxn of the 076°T radial of the Redwood, Falls, Minn. VOR and the 194°T radial of the Minneapolis, Minn. VOR.

(12) RACINE (VHF) INTSXN - the intsxn of the 135°T radial of the Milwaukee, Wis. VOR and the 250°T radial of the Muskegon, Mich. VOR and the 015°T radial of the Wheeling, Ill. VOR.

(13) SAN MARCOS (VHF) INTSXN - the intsxn of the 074°T radial of the San Antonio, Tex. VOR and the 189°T radial of the Austin, Tex. VOR.

(14) SHERRILL (VHF) INTSXN - the intsxn of the 102°T radial of the Syracuse, N.Y. VOR and the 023°T radial of the Binghamton, N.Y. VOR.

(15) SUN FISH (VHF) INTSXN - the intsxn of the 111°T radial of the Milwaukee, Wis. VOR and the 255°T radial of the Muskegon, Mich. VOR.

(16) TAYLOR (VHF) INTSXN - the intsxn of the 135°T radial of the Milwaukee, Wis. VOR and the 018°T radial of the O'Hare, Ill. TVOR and the 258°T radial of the Chicago Heights, Ill. VOR and the 278°T radial of the Pullman, Ill. VOR.

(17) WEATOGUE (LF) INTSXN - the intsxn of the SW course of the Windsor Locks, Conn. ILS lclzr and the NW course of the Hartford, Conn. LFR.

(18) WIND LAKE (VHF) INTSXN - the intsxn of the 074°T radial of the Janesville, Wis. VOR and the 161°T radial of the Milwaukee, Wis. VOR.

CANCEL:

(1) BROWN'S (VHF) INTSXN - the intsxn of the 201° mag radial of the Seattle, Wash. VOR and the N course of the Tacoma, Wash. LFR.

(2) CASE (VHF) INTSXN - the intsxn of the 351° mag radial of the Olympia, Wash. VOR and the 226° mag radial of the Seattle, Wash. VOR.

(3) FLYING M (LF) INTSXN - the intsxn of the N course of the Hobbs, N. Mex. LFR and the W course of the Lubbock, Tex. LFR.

(4) IMA (VHF) INTSXN - the intsxn of the 233° mag radial of the Tucumcari, N. Mex. VOR and the 096° mag radial Anton Chico, N. Mex. VOR.

(5) LONGMEADOW (LF) INTSXN - the intsxn of the NE course of the Windsor Locks, Conn. ILS lclzr and the SE course of the Westfield, Mass. LFR.

(6) MCLEAN (VHF) INTSXN - the intsxn of the 257° mag radial of the Sayre, Okla. VOR and the 333° mag radial of the Childress, Tex. VOR.

(7) MORTON PASS (VHF) INTSXN - the intsxn of the 094° mag radial of the Rock River, Wyo. VOR and the 306° mag radial of the Cheyenne, Wyo. VOR.

(8) PAWHUSKA (VHF) INTSXN - the intsxn of the 311° mag radial of the Tulsa, Okla. VOR and the 080° mag radial of the Ponca City, Okla. VOR.

(9) PUYALLUP (VHF) INTSXN - the intsxn of the 043° mag radial of the Olympia, Wash. VOR and the front course of the Seattle-Tacoma ILS lclzr.

(10) STEPHENTOWN (LF) INTSXN - the intsxn of the NW course of the Westfield, Mass. LFR and the 020° mag radial of the Poughkeepsie, N.Y. VOR.

(11) TARPON (VHF) INTSXN - the intsxn of the 062° mag radial of the Naperville, Ill. VOR and the 287° mag radial South Bend, Ind. VOR.

(12) WHEELER RIDGE (LF) INTSXN - the intsxn of the Bakersfield, Calif. LFR and the NW course of the Palmdale, Calif. LFR.

(13) WIGGENS (VHF) INTSXN - the intsxn of the 259° mag radial of the Akron, Colo. VOR and the 047° mag radial of the Denver, Colo. VOR.

SEE ALSO PAGE 26

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are established and shall become effective November 15, 1956:

(1) MIDLAND, TEX. (VOR) INTSXN - direction of holding - N on 011°T radial (inbound 191°T); direction of turn - LEFT; time - one minute; minimum altitude - 4100' MSL.

(2) LAREDO, TEX. (LF) INTSXN - direction of holding - SE on SE course; direction of turn - RIGHT; time - one minute.

(3) LAREDO, TEX. (VOR) INTSXN - direction of holding - NW on 327°T radial (inbound 147°T); direction of turn - LEFT; time - one minute; minimum altitude - 1900' MSL.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 14, dated September 18, 1956, as follows:

(1) Page 4 - On-Request Reporting Points. Under Designate: Item (17). Correct to read: New Rochelle, New York.

(2) Page 5 - On-Request Reporting Points. Under Cancel. Item (8). Correct to read: GRUVER (VHF) INTSXN

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 12 - Radio Facility Identification Index - Columbus, Ga., correct identification of Range and VOR to read: "CSG".

(2) Page 25 - Vicksburg, Miss. Correct CAA telephone number to read: 352.

(3) Page 99 - (Airborne) Bellingham, Wash. Correct VOR rcvr check point to read: 145°.

(4) Page 99 - (Airborne) Chicago, Ill. Correct by deleting VOR rcvr check point.

(5) Page 100 - (Airborne) Goshen, Ind. Correct VOR rcvr check point to read: 088°.

(6) Page 100 - (Airborne) Greensboro, N. C. Correct by deleting VOR rcvr check point.

(7) Page 103 - (Ground) Cheyenne, Wyo. Correct VOR rcvr check point to read: 199°; on yellow line on taxi strip immediately SE of approach end of runway 8.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

IV	Vivian, Man. (Assignment)
LU	La Salle, Man. (Assignment)
RX	Riverside, Ont. (Deletion)
RX	Sacre Coeur, Que. (Assignment)
TE	Steinbach, Man. (Assignment)
MQT	Marquette, Mich., Sawyer AFB (Name change)

(16 Oct 1956)

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albuquerque	Roswell	WAC 405
Corpus Christi	San Diego	WAC 406
El Paso	Brownsville Local	WAC 468
Los Angeles	Dallas-Ft. Worth Local	WAC 469
		WAC 522

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Chattanooga	10-1-56	San Francisco	10-1-56	WAC 135	9-27-56
Jacksonville	10-1-56	Savannah	10-1-56	WAC 358	9-26-56
Miami	9-27-56	Miami Local	10-4-56	WAC 409	10-1-56
Mobile	9-26-56	Norfolk Local	10-1-56		
Mt. Whitney	9-27-56	Washington Lcl	10-4-56		

Instrument Flight Charts
released since September 24, 1956

AL 26 RNG	Atlanta Airport	AL 852 ILS	Kanawha County Airport
AL 79 RNG	Lovell Field	AL 7 ADF	Holloman AFB
AL 266 RNG	Missoula County Airport	AL 26 ADF	Atlanta Airport
AL 319 RNG	NAS Saufley Field	AL 79 ADF	Lovell Field
AL 344 RNG	Bidwell Airport	AL 282 ADF	Berry Field
AL 368 RNG	Goodfellow AFB	AL 631 ADF	Fort Smith Airport
AL 465 RNG	Yakima Airport	AL 857 ADF	Anderson Airport
AL 484 RNG	Cut Bank Airport	AL 852 ADF	Kanawha County Airport
AL 621 RNG-1	Bridgeport Airport	AL 894 ADF-1	Otis AFB
AL 813 RNG	Elephant Butte Reservoir	AL 895 ADF	Sewart AFB
AL 823 RNG	Jackson Lake Seaplane	AL 996 ADF	Suffolk County AFB
AL 840 RNG	CGAS Salem Seaplane	AL 26 VOR	Atlanta Airport
AL 852 RNG	Kanawha County Airport	AL 79 VOR	Lovell Field
AL 878 RNG	Malden Air Base	AL 327 VOR-2	Pocatello Airport
AL 895 RNG	Sewart AFB	AL 344 VOR	Bidwell Airport
AL 990 RNG	NAAS Chase Field	AL 368 VOR	Goodfellow AFB
AL 991 RNG	Rockport Olf (Aransas Co Arpt)	AL 465 VOR	Yakima Airport
AL 933 RNG	NAAS Cabaniss Field	AL 479 VOR	Morgantown Airport
AL 26 ILS-2	Atlanta Airport	AL 484 VOR	Cut Bank Airport
AL 30 ILS-2	Mueller Airport	AL 631 VOR	Fort Smith Airport
AL 79 ILS-1	Lovell Field	AL 684 VOR	Goodland Airport
AL 79 ILS-2	Lovell Field	AL 825 VOR	Wilmington Seaplane
AL 282 ILS-1	Berry Field	AL 852 VOR	Kanawha County Airport
AL 465 ILS	Yakima Airport	AL 857 VOR	Anderson Airport
AL 631 ILS	Fort Smith Airport	AL 878 VOR	Malden Air Base
AL 638 ILS-2	Akron-Canton Airport	AL 933 VOR	NAAS Cabaniss Field
AL 651 ILS	Westchester Airport	RF 1, 7, 8	

RF Terminal Area - Chicago, Dallas-Ft. Worth, Hawaiian Islands, Norfolk, San Francisco-Oakland, Seattle.

RF-VOR Terminal Area - Chicago, Hawaiian Islands, New York, Philadelphia, San Francisco-Oakland.

NEW CHARTS

AL 621 RNG-2	Bridgeport, Conn.	Bridgeport Arpt.
AL 233 ILS	Little Rock, Ark.	Adams Field

DISCONTINUED CHARTS

AL 987 RNG	Wichita, Kans.	Wichita Airport
	(Procedure Cancelled - CAA 9-28-56)	
AL 159 VOR	Fort Worth, Tex.	Meacham Field
	(Procedure Cancelled - CAA 9-26-56)	

RESTRICTED AREA AMENDMENTS:

The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 179)
(November 15, 1956)

(1) In Section 608.14, the San Miguel Island, Calif., area (R-288 formerly D-288), amended on March 3, 1950 in 15 F.R. 1783 is further amended by changing the "Controlling Agency" column to read: "11th Naval District".

(2) In Section 608.21, the Glenview, Ill., area (R-76), amended on October 20, 1955, in 20 F.R. 7902 is rescinded.

(3) In Section 608.47, the Block Island Sound, Rhode Island, area (R-90), amended on May 4, 1956 in 21 F.R. 2977 is further amended by changing the "Controlling Agency" column to read: "NAVPORCO, Newport, Rhode Island."

(4) In Section 608.54, the Pendleton, Va., area (R-74), amended on May 4, 1956, in 21 F.R. 297 is further amended by changing the "Controlling Agency" column to read: "VACAPES OPAREACORD, NOB, Norfolk, Va."

(5) In Section 608.54, the Chesapeake Bay, Va., area (R-388), amended on May 4, 1956, in 21 F.R. 2977 is further amended by changing the "Controlling Agency" column to read: "VACAPES OPAREACORD, NOB, Norfolk, Va."

(Part 608 - Restricted Areas - Amendment 180)
(November 5, 1956)

(1) In Section 608.52, a Deseret, Utah, area (R-514), is added to read: "Description by Geographical Coordinates: North boundary: lat-40-16-27; East boundary: long. 112-18-43; South boundary: lat 40-15-42; West boundary: long. 112-21-01. Designated Altitudes: Surface to 10,000 ft MSL. Time of Designation: Unlimited. Controlling Agency: Chief of Ordnance, Deseret Ordnance Depot.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	-	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (8-30)

BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)

MONTGOMERY-DANNELLY FLD-TOWER: About Oct 16, ILS glide slope, MM and LMM will be shut down until approx Jan 1 - relctn. Lclzr, OM and LOM will remain in opern. (8-29) FLD:Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Eastern-most 5000' avail. days, easternmost 6000' avail. sunset-sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

ALABAMA: MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FORT HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until Dec 15, 1956 - artillery firing and drone flying. (9-10)

GILA BEND-SPECIAL NOTICE: Captive balloons anchored on 1500' cables will be flown 1100 Mon thru 1100 Fri on 24 hr basis at Dateland and Gila Bend Aux AFB. Lgtd by one red lgt ngts. Extreme caution advised at low alts near these locations. (8-23)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (8-23)

HASSAYMPA-SPECIAL NOTICE: Effect Nov 15, 1956, Caution Area (C-422) is rescinded.

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE#27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000; 090°-170°, 40 n mi 12,000' 225°-230°, 40 n mi 7,000; 330°-345°, 35 n mi 11,000; 345°-360°, 25 n mi 11,000'.(7-17)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thu W to 325°. (3-30)

HARRISON ARPT: Fld clsd ngts.

**LITTLE ROCK-ADAMS ARPT: 140' (400' MSL) lgtd rdo twr erected 1.1 n mi SSW (219 °T) at lat 34-43-30, long 92-15-00. (8-31)

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

CALIFORNIA:**ARROYO GRANDE, BCN SITE 14, LAX-SFO: Bcn site perm discontd. (9-28)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CASTAIC-BCN SITE 3B, LAX-SFO: Bcn site 3B perm. discontd. (9-28)

CHINO PACIFIC ARPT: Clsd to all acft xcpt on official business PAC Airmotive Co. Equip on or near rnwys-caution. Rnwy 3-21 under const both ends. Rnwy 8-26 clsd.

CRESCENT CITY-RADIO: VOR rnwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FAIRFIELD-SUISUN ARPT: Unattended - no fuel available. (8-30)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. About Nov 10, VOR will be shut down until approx Dec 10. During that period, the following arwys will not be usable: V-107 LAX-Maricopa Int; V-209 LAX-Int FIM 296°, SBA 013°; V-12 SBA-Saugus Int. (10-15)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

★FRESNO AIR TERMINAL-TOWER: Apch bear. ILS lclzr: 289°. (9-27) Aug 13, lclzr and glide slope shut down until approx. Feb 1, 1957 - relctn. (10-8) FLD: Exercise

CALIFORNIA: extreme caution in vicinity, particularly when using VOR airways. Jet aircraft climbing and descending in areas of extended centerlines runways 29-11 and areas north and east of airport. Extensive construction and heavy equip. both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11, large equip. working in rnwy extension area. (7-5)

GLENDALE-GRAND CENTRAL ARPT-TOWER: About Oct 15, will oper daily sunrise to

** sunset. FLD: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

**GONZALES, BCN SITE 25, LAX-SFO: Bcn site perm. discontd. (10-3)

KLAMATH-McBETH ARPT: Closed. (6-13)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) FLD: Several 230' MSL protable oil derricks NW, W & S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (6-27) About Oct 12, 3 SE neon lgts rnwy 30 will be discontd. (9-27)

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16) About Oct 15 VOR will be shutdown until approx Nov. 15. During this period the following arwys will not be usable: V-23 Long Beach - White Oaks Int; V-16 Ontario - Los Angeles; V-107, 209 Fillmore - Los Angeles; V201 Corbina Int - Berry Int; V-210 Daggett-Los Angeles. (9-26)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

MARYSVILLE-RADIO: Sept 4, VOR shut down.

★MODESTO-RADIO: VOR voice call: "Modesto Radio". (10-2)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340° 350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only. (8-20)

(16 Oct 1956)

CALIFORNIA: OAKLAND INTN'L ARPT-TOWER: Effect. Oct 18 at 0800, radar arrivalcontrol will be inaugurated. (10-3) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area.

OCEANSIDE-RADIO: Sept 25, VOR shut down until approx Oct 16. (9-25)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

★ONTARIO INTN'L ARPT-TOWER: Oct 12, ILS lclzr freq changed to 109.7 mc; glide path to 333.2 mc. (10-13) FLD: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

RIVERSIDE ARPT: Clsd to all itinerant tfc-const. (5-5)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR wea, actual apchs IFR wea. (4-2)

**SACRAMEMTO-BRANSTETTER ARPT: 574' (MSL) antenna twr erected 3.9 n mi SE' (152° T) at lat 38-35-16, long. 121-29-22. (7-6)

**SACRAMEMTO-CAPITOL SKY PARK ARPT: Two 180' lgtd rdo twrs erected 1.0 n mi N (11°T) at lat 38-36-24, long. 121-32-06. (9-11)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

★SAN BERNARDINO-NORTON AFB-RADIO: USAF H fac cmsnd. Freq: 512 kc. Ident: SDN. Lctd lat 34-05, long. 117-16. Bear., dist to fld: 055°, 0.9 n mi. Class: MHWZ. USAF H fac on 397 kc relctd to lat 34-03-16, long. 117-22-06. Vear. unchanged, dist 6.08 n mi.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi from 310°-330°.

★SAN DIEGO-LINDBERGH FLD-TOWER: Oct 2, trans and rcvr 363.1 mc cmsnd. FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

★SAN FRANCISCO INTN'L ARPT-TOWER: Sept 27, 257.8 mc decmsnd. About Oct 18, radar arrival control will be available. (10-5)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN MARCOS-McCORMICK ARPT: Clsd to public. Now private arpt. Land at own risk.

SANTA BARBARA-RADIO: Oct 8, ILS shut down for lclzr freq change until approx Oct 26. Freq will be changed from 108.3 mc to 110.3 mc. (10-12) DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. About Nov 15, VOR will be shut down until approx Nov 30. During this period the following arwys are not usable for IFR: V-12 Santa Barbara - Fillmore; V-25, Paso Robles - Camarillo; V-27W Paso Robles - Santa Barbara; V-183 Santa Barbara - Maricopa Int.

SANTA BARBARA ARPT: 30' mobile boom operg between apch ends rnwys 3L and 7 daylgt hrs. Boom lgtd and towered ngts. (9-24)

**SANTA BARBARA, BCN SITE 8, LAX-SFO: Bcn site 8 perm discontd. (9-28)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks imdtly S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Rnwy 16-34 clsd. All taxiways xcpt taxiway A clsd. Excavation with hvy equip in progress in all clsd areas - mrkd. Intensive helicopter trng conducted in vcnty of

CALIFORNIA: fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330°-360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt.

TULARE ARPT: Clsd - reconstruction. (5-18)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

**WATSONVILLE, BCN SITE 28, LAX-SFO: Bcn site perm. discont'd. (10-1)

COLORADO: AKRON-RADIO: Oct 9, VOR shut down until approx Nov 1, During shutdown the following arwys are not usable for IFR opern: V-8S Akron - Bennett Int; V-220 Akron-Longmont. Temp minimum en route alt on following arwys will be: V-8 Denver VOR to Akron Int. MEA 9000'; Akron int. to Imperial VOR MEA 7000'. V-132 Cheyenne VOR to Akron Int. MEA 11,000'; Akron Int to Goodland VOR MEA 9000'. (Akron Int is being estab as the int of the Denver VOR 062° M radial and the Thurman VOR 348° M radial. (10-9)

COLORADO SPRINGS-RADIO: About Oct 30, H fac will be changed from 239 to 407 kc.

COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr.

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)

PUEBLO-SPECIAL NOTICE: Ordmance depot approx 14.9 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

PUEBLO-RADIO: Oct 5, VOR flgt-checked, opern normal. (10-8)

PUEBLO MEMORIAL ARPT: Caution - extensive const entire concrete ramp area. Men, equip. on ramp days - hazard areas mrkd by flares ngts. (7-17)

**STRATTON ARPT: Abandoned. (10-2)

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)

NORWICH-RADIO: About Nov 14, VOR/DME will be shut down until approx Dec 12 - modernization. (10-11)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon-Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution - N NE/SSW and NNW/SSE rnwys rough. Men, equip. on fld. Extensive glider activity weekends and evenings.

NEW CASTLE-BELLANCA FLD: Sod strips clsd - rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inop. (8-18) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.

WASHINGTON-RADIO: LFR SE course bends 4 - 9 n mi from stn; 17 - 22 n mi from stn, multiples 3°-3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director,, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and night operations. 90' pile driver operating on approach end runway 36. (7-20)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BREWSTER-SPECIAL NOTICE: 200' (346'MSL) lgtd steel stack being erected 1.3 n mi E.
CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontinued.
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
DAYTONA BEACH-RADIO: VOR/DME shut down until approx October 15. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V 3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable. (9-24)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all night operations.
KEY WEST-RADIO: October 2, LFR flight-checked, courses correctly aligned-E course realigned to 254°. (10-3)
KEY WEST -INTERNATIONAL ARPT: Caution new fld under const. No night operations. Const equip on and about rnwys. Rnwys 3-21 and 11-29 permanently clsd; rnwy 16-34 clsd; rnwy 8-26 temp open. Large or fast acft taking-off from rnwy 8 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (9-21)
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R
MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.
MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.
PANAMA CITY-FANNIN FLD: Caution-shoulders soft. Men and equip adj rnwys. Use rnwys only. Fld lgts operated sunset-sunrise. Fld unattended 2300-0600C. (10-8)
PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs, Monday thru Saturday. Intensive ngt flight trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on arwys. Military acft to Pensacola should proceed on arwys, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
PORT ST. JOE-SPECIAL NOTICE: 178' (188'MSL) lgtd rdo twr being erected 0.85 n mi SE at lat 29-47-23, long 85-17-14. (8-27)
ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: Rnwy 16-34 clsd - mrkd as ramp and taxiway. (9-10)
TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)
TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier night operns. (10-7) Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long 84-10. (8-27)
TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill

FLORIDA: AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR courses 95°-105° unusable.
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd nights. (2-15)
GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-SPECIAL NOTICE: Effective 20 Sept., Form 511.1, dated Nov. 12, 1954, Missed Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand feet and proceed on SW course ATL LFR within 20 miles."
ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flight plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)
★ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: Freq 307.0 mc should be 307.9 mc. This corrects AIRGI Vol 11, No. 15, dated October 2, 1956.
ATLANTA ARPT: Acft arriving arpt make initial contact with Atlanta apch ctl on 120.7 mc regardless of weaor flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail. freq. (3-6) Rnwys 27-R-9L and 33R-15L clsd. (4-21)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT-TOWER: Nov. 6 thru Nov 11, mobile ctl twr will oper 0800-2100. Lctd: SSE side near intsxn rnwys 29 and 26. Trans freq: 278kc, 118.1, 126.18, and 257.8 mcs. Rcvg: 3023.5kc, 118.1, 126.18, 257.8, and 122.5mc. Voice call: "Brunswick".
COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29) VOR courses 350°-30° unusable acct bends and roughness. (3-17) About October 15, VOR will be shut down-relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long 85-01-06, 6.2 n mi NW of arpt. (8-30) During shutdown VOR MEA V-56 and V-154 Montgomery to Junction City int 4400'. Hamilton Int redesignated 198° radial of Atlanta and 271° radial of Macon MEA 4400'. MRA V-134 Hamilton Int to Atlanta 4400'. V-56N and V-154N Montgomery, Ala. to Columbus, Ga. and V-134 Shady Grove to Columbia, unusable. Marvyn Int and Madras VOR Int unusable. (10-15)
COLUMBUS ARPT: E/W rnwy clsd-const. (8-14)
LA GRANGE-RADIO: VOR flight-checked on arwys radials only. About October 15, VOR will be shut down-relctn. About Dec 13, will be recmsnd at lat 33-02-54, long 85-12-24, 7 n mi NW of La Grange Arpt. (8-30)
★LOST MOUNTAIN-RADIO: USAF H fac cmsnd. Freq: 314. Ident: LSM. Lctd: lat, 33-57, long 84-41. Class: MHW. (10-8)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
ROYSTON-RADIO: VOR/DME shut down July 9, until approx October 26. Temp change in MEA durg shutdown period V20 ATL-SPA 5000'. V35 MCN-AVL 6500'. V97E OCR-Silver City 5500'. (10-11)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with xcptn of arpt apch course 003°, usable to 10 n mi.
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
FLD: Rnwy 16-34 clsd xcpt emerg daytime lndgs-const adj S end. (4-3)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
MALAD CITY-RADIO: VOR coverage 360.-20° and 50°-60°, 35 n mi at 12,000'.

IDAHO: STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: Soon, VOR will be shut down until approx Nov 10. During shutdown, the following arwys are not usable for IFR: V-4S Burley - Glenns Ferry Int. (During this period Glenns Ferry Int. is described as int of Burley 274° M and Mountain Home TVOR 077° M).(9-26)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnway. Men and equip. operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1) Sept 17, VOR/DME shut down until approx Oct 26 - modernization. (9-17)
**BRADFORD BCN SITE 29, MKC-MDW: Effect. October 12, bcn will be discontinued.(9-20)
**CARBONDALE-MURDALE ARPT: NE/SW rnwy hard-surfaced 3600 x 100 ft. (9-10)
CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)
★CHICAGO-RADIO: Multiples on NW course LF rng. Trans and rcvr 121.5, 243.0 mc cmsnd. (9-26) About Oct 29, LFR will be shut down until approx Nov 19. (10-9)
★CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: Trans and rcvr 121.5 and 243.0 mc cmsnd. (9-26)
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20 mi all azimuths, beyond 9 mi. 360°-015°, 190°-200° 160°-170°, not usable 040° to 050°. (8-24)FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600 E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1. 2 and 3. Rnwy 14L-32R clsd daylgt hrs - const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
** CLIFTON TERRACE BCN SITE 1, STL-MDW: Effect Oct 12, bcn discontd. (9-20)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip onfld. (10-11)
**DECATUR-DECATUR AVIATION CO.: Delete from records. (10-11)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)
ELMHURST ARPT: Effect. December 31, 1956 fld will be closed. (4-2)
GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended daylgt working hrs. Land at own risk. (9-17)
GILMAN ARPT: Closed. (10-11)
HARVARD-DACY ARPT: 251'(1268'MSL) lgtd rdo twr being erected 7.5 n mi WNW(296°T) at lat 42-28-57, long 88-47-28. (8-28)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)
**KANKAKEE ARPT: 288' (903'MSL) lgtd rdo erected 8.9 n mi W(283°T) at lat 41-07-20, long 88-07-32. (8-21)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

ILLINOIS: MILFORD ARPT: NE/SW and E/W lndg strips usable only 100 ft. width. Mrkd flags at ends. (9-17)
**MILFORD-FULLER ARPT: Reinstated. Type: L. Lctn: 0.7 mi NNW. Lat 43-20; long 95-10. Elev: 1440'. No. of rnwys: 2. Lngst rnwy & facs: 36. Remarks: S,W blkd; p-line E.
**MONTROSE, BCN SITE 11, STL-IND: Bcn site perm discontd. (10-5)
NAPERVILLE-SPECIAL NOTICE: Caution- intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long 88-08, about 5.5 mi S of Naperville or 5 mi SSW Naperville VOR on 189° radial. (9-20)
**PALMYRA, BCN SITE 5, STL-CHI: Bcn site perm discontd. (10-5)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comde 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (02-21)
PONTIAC-RADIO: Sept 4, VOR shut down until approx Nov 4 - modernization. (9-24)
**QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity rnwy lgt system cmsnd on rnwy 3-21.
★RANTOUL-CHANUTE AFB-RADIO: USAF VOR cmsnd. Freq 114.0 mc. Ident: RAN. Lctd lat 40-17-38, long 87-55-31. Class: VORW. (9-26)
ROCHELLE ARPT: 238' (1230'MSL) lgtd rdo twr being erected 8.7 n mi ESE(121°T) at lat 41-50-44, long 88-55-26. (8-28)
★ROCKFORD-RADIO: Oct 15, LFR shut down for approx five days. Oct 12, H fac ident changed from RFD to RKF.
**ROCKFORD-GREATER ROCKFORD ARPT: 201' (1081'MSL) lgtd rdo twr being erected 4.2 n mi WNW(304°T) at lat 42-15- 00, long 89-11-35. (8-28) Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)
**SAN JOSE, BCN SITE 32, LAX-SFO: Bcn site perm discontd. (10-5)
**SERENA ARPT: Hgt of lgtd rdo twr, 7.0 n mi SE (140°T) at lat 41-27-22, long 88-37-12, increased to 241'. (8-21)
**SHERIDAN BCN SITE 35, MKC-MDW: Effect. October 12, bcn site discontd. (9-28)
SPRINGFIELD-RADIO: About Nov 13, VOR will be shut down until approx Feb 7, 1957 - modernization. (10-10)
SPRINGFIELD-CAPITAL ARPT: Men and farming, mowing equip on fld - days.
**STREATOR ARPT: 326' (1021' MSL) lgtd rdo twr erected 9.9 n mi NE (62°T) at lat 41-13-50, long 87-37-33. (8-21)
**WALNUT BEACON SITE 32, OMA-MDW: Effective Oct 12, bcn site discontd. (9-19)
WHEELING-RADIO: About Nov 15, VOR will be cmsnd at lat 42-11-23, long 87-56-23. Freq 116.2 mc. Ident: EEL. Monitor, category (1).Ctl from Chicago INSACS,Class:BVOR.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installations as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezume and Newport and is bounded by lat 39-50, 39-52 and long 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
FORT WAYNE-RADIO: VOR has moderate course roughness between 300°-340° at 20 to 35 mi from stn. Aug 7, VOR shut down until approx Oct 23 - modernization. (10-2)
FORT WAYNE-BAER FLD-TOWER: Aug. 20, ILS glide slope shut down. (10-9) FLD; Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.
**FRENCH LICK ARPT: 105'(927'MSL) lgtd rdo twr erected 2.9 n mi(256°T) at lat 38-32-24, long 86-39-19. (9-12)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANA: INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.); Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)

**INDIANAPOLIS-SHANK ARPT: 165' rdo twr 1.1 n mi E (90°T) at lat 39-48-35, long. 86-12-40, dismantled. (9-11)

★INDIANAPOLIS-WEIR COOK ARPT-TOWER: Oct 10, ASR-2 cmsnd. Oct 11, VHF/DF cmsnd. (10-11) FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent voilations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SOUTH BEND-ST JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc; trans and rcvs 118.3, 121.5, 121.9, 126.18, 236.6, 243.0 mc, Rcvs 122.5 mc, 3023.5 kc. Hours opern: 0600-2200. (9-20)

TILDEN-RADIO: See Indianapolis, Ind.

VALAPARAISO-PORTER COUNTY ARPT: 353' (1025'MSL) lgtd rdo twr being erected 9.1 n mi S (184°T) at lat 41-18-16, long. 87-01-30. (8-22)

IOWA: **ANITA BCN SITE 5, OMA-MDW: Effect. Oct 12, bcn discontinued. (9-19)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27, S lat 40-45-35, E long. 91-11-04, W long. 91-14-37.

CEDAR RAPIDS-RADIO: VOR operg experimentally. Freq 115.8 mc. Voice ident only.

DES MOINES-RADIO: Oct 1, Lclzr and glide slope fac shut down until approx Oct 15. (10-1)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

IOWA CITY-RADIO: About Oct 29, VOR will be shut down until approx Dec 29. (9-18)

**LYNNVILLE BCN SITE 16, OMA-MDW: Effect. Oct 12, bcn discontinued. (9-19)

MASON CITY-RADIO: Sept 4, VOR shut dwn until approx Nov 1.

**ONAWA BCN SITE 5, OMA-BIS: Effect. Oct 12, bcn discontinued. (9-20)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SIOUX CITY-RADIO: Sept 24, VOR/DME shut down until approx Oct 24. (9-24)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip. on rnwys, taxiways and ramp all hrs - check latest NOTAMS for rnwy closures.

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Nov 30—modernization.

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

**CASSODAY BCN SITE 34A, AMA-MKC: Effect Oct 12, 1956, bcn discontinued.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

**DODGE CITY ARPT: 200' (2814' MSL) temporary tower, lat 37-45-57, long. 100-01-57, dismantled. (9-25)

**EL DORADO ARPT: 300' (1660' MSL) lgtd twr erected 3.3 n mi NW (336°T) at lat 37-49-30, long. 96-51-44. (9-19)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. About Oct 29, VOR will be shut down until approx Dec 29. (9-18)

GARDEN CITY MUN ARPT: 200' (3171' MSL) lgtd temporary twr erected 11.9 n mi W (281° T) at lat 38-00-20, long. 101-03-48. (9-17)

KANSAS: **GREAT BEND MUN ARPT: 240' (2130' MSL) lgtd rdo twr erected 3.0 n mi ENE (85°T) at lat 38-21-18, long. 98-48-52. (9-12) 300' (2160' MSL) lgtd rdo twr erected 6.5 n mi ENE at lat 38-22-27, long. 98-45-42. (10-1) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip near rnwys, days.

**GUEDA SPRINGS BCN SITE 30, FTW-ICT: Effect Oct 12, bcn discontinued. (9-19)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

**LIBERAL ARPT: 680' (3504' MSL) lgtd TV twr erected 2.0 n mi E (110°T) at lat 37-02-09, long. 100-54-36. (6-29)

OSBORNE ARPT: Strip lgts inop.

**OTTAWA BCN SITE 42, TUL-MKC: Effect Oct 12, bcn discontinued. (9-19)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL-RADIO: About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**SOUTH HAVEN-MAXTED ARPT: Abandoned. (9-28)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt xcpt in emerg. Use rnwys only.

WICHITA ARPT-TOWER: Sept 22, apch control fac moved to McConnell AFB. Wichita apch control trans following freq: 332 kc; 113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0 mc; rcvs on 3023.5 kc, 120.1, 121.5, 122.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0 mc. Wichita RAPCON ASR radar operg test basis only and will be used for trng purposes. FLD: Const on SE corner clear of rnwys. Mowing equip on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell tower on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT-TOWER: Effec: Oct 23, twr has opern will be 0800-2400. FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)

LOUISVILLE-BOWMAN FLD-TOWER: About Oct 29, freq 121.9 ctl mobile gnd tfc will be cmsnd. Class: C(g). (10-11) FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

★LOUISVILLE-STANDIFORD FLD-TOWER: Oct 1, ASR-3, radar arrival service implemented. (10-2) May 21, ILS glide slope and MM shut down. (9-24) About October 29, frequency 121.9 mc will be changed to 121.7 mc for mobile ground control traffic. Class: AC(g.7). (10-11)

[redacted]: LOUISVILLE-STANDIFORD FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route ;instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

[redacted]: BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 mi S (188°T) within an area 4.3 n mi in radius centerec at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V 18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

**NEW ORLEANS ARPT: Two 330' MSL derricks (lgtd top level only) erected 7.0 n mi S (202°T) at lat 29-56-15, long 90-03-27. (8-30) Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down until approx Oct 6 - relctn. (8-6) Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT DOWNTOWN ARPT: Equipment working either side rnwy 14-32. Open ditch 12 ft from edge of rnwy. Mrkd - flares ngts - Caution. (9-17)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

[redacted]: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MEA.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route altitude. DME coverage 235°-260°, 35 n mi at 2500'.

**CARIBOU ARPT: 292' (962' MSL) lgtd TV twr erected 9.0 n mi SSE (179°T) at lat 46-43-44, long 68-00-07. (9-19)

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894' MSL) lgtd rdo twr lctd 5000' SE(135°T) of center of arpt.

KENNEBUNK-RADIO: About Oct 26, VOR/DME will be shut down until approx Nov. 26, - modernization. (10-11)

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

[redacted]: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

BALTIMORE-MARTIN ARPT: Rnwy 10-28 clsd thru 20 Oct. Rnwy 4-22 closed. Men and equip. on fld. (10-10)

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp. rescinded.

GRANTSVILLE-RADIO: About Dec 1, VOR will be cmsnd. Freq: 110.4 mc. Ident: GRV. Lctd: lat 39-38-06, long. 79-03-00. Elev 2665' MSL. Monitoring Category (I). Class: VORW. Monitoring from Morgantown, W. Va. INSACS. (9-25)

HAGERSTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch

[redacted]: clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

[redacted]: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-AIR ROUTE TRAFFIC CONTROL CENTER: About Oct 26, trans and rcvr 124.5 mc will be decmsnd and 124.4 cmsnd. (10-2)

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hanger area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by Civil Aeronautics Regulation 60.2. Turboprop and turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution-const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L-lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate a usable width of 210' with elevated rnwy lgts 10' from the usable rnwy edge. Lead-in lgtg system rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' to 1100' SW of end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower. (10-4) On or about Nov 1, a sequenced flashing lgtg system will be cmsnd to supplement the existing centerline apch lgtg system serving rnwy 4R. The sequenced flashing lgtg sys consists of 12 white flashing lgts spaced at approx 100' intervals along the extended rnwy centerline starting from a point 1140' from the end of the rnwy pavement and ending 40' from the end of the rnwy pavement. (10-10)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

**NANTUCKET MEMORIAL ARPT: 320' lgtd twr erected 6.03 mi WNW. 320' Lgtd twr erected 3.2 mi W.

ORANGE ARPT: All rnwys clsd Sun Oct 21 from 1300-1800, fld mrkd. (5-24)

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

SQUANTUM-RADIO: About Nov 5, LFR will be shut down until approx Nov 9. (10-3)

[redacted]: **BATTLE CREEK-KELLOGG FLD: 241' (124' MSL) lgtd rdo twr erected 10 n mi N (10°T) at lat 42-29-27, long. 95-11-28. (10-1) Men and equip. on fld-days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: E/W rnwy soft. N/S rnwy - emerg only.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 360° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

COLDWATER-BRANCH COUNTY ARPT: Closed to all operns - const. (9-6)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27)

DETROIT-WAYNE MAJOR ARPT-TOWER: Sept 17, lclzr and glide slope shut down until approx Oct 20. (9-11)

MICHIGAN: DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23 and 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EAST LANSING-DAVIS ARPT: 1023' MSL TV twr being erected 7.2 n mi SE (140°T) at lat 42-41-14, long. 84-22-35. (9-21)

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)

*GRAND RAPIDS-KENT CO. ARPT-TOWER: ILS BC - restricted. (10-11) FLD: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

HILLSDALE ARPT: 254' (1446' MSL) lgtd rdo twr being erected 6.2 n mi SSW (217°T) at lat 41-51-33, long. 84-44-57. (9-15)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

IRON MOUNTAIN-FORD ARPT: N/S rnwy under const. (8-1)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

KEELER-RADIO: About Nov 15, VOR will be cmsnd at lat 42-08-40, long. 86-07-22. Freq: 115.1 mc. Ident: ELX. Monitor. category (l). Ctl from South Bend, Ind INSACS. Class: BVOR. (9-25)

L'ANSE-MUZZY'S LODGE ARPT: Clsd. (7-2)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. About Oct 8, lclzr and glide slope shut down until approx Nov 17. (9-27) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - construction on fld. Men, equip. on fld. Taxiway under const connecting the ramp area to end of rnwy 27. (6-25)

LITCHFIELD-RADIO: Aug 6, VOR/DME shut down until approx Nov 1 - modernization.

MARQUETTE-COUNTY ARPT: Clsd - const. (5-16)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)'

PONTIAC MUN ARPT: Const W of fld. (8-21)

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Clsd.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Clsd. (8-29)

SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. (7-26)

SAULT STE MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon-Fri. Oct 11, ILS glide path and localizer shut down until approx Dec 25 - relctn of lclzr.

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const - mrkd.

MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days.

**ELIZABETH BCN SITE 82, HLN-MSP: Effect Oct 12, bcn discontinued. (9-19)

GRAND RAPIDS MUN ARPT: N/S and E/W rnwys clsd - const. (8-31)

MANKATO MEMORIAL ARPT: Rnwy lgts inop. (7-28)

**MILLE LACS-SPECIAL NOTICE: Effect. immediately, the following described Caution Area (C-512) is established: bounded on the W by long. 94-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude; 8000' to 25,000' MSL. Activity; Air-to-air camera gunnery training missions using twr aerial target. Time of Use: Sunrise-sunset, VFR wea conditions only. Controlling Agency: 2446th Air Reserve Flying Center, Minneapolis/St. Paul International Arpt, Minneapolis, Minn.

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

**READS BCN SITE 28, CHI-TWIN CITIES: Effect. Oct 12, bcn discontinued. (9-19)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - const in progress - rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (10-4)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

WORTHINGTON ARPT: N/S rnwy clsd - const - machinery on other rnwys. (7-2)

MISSISSIPPI: **CORNITH ARPT: 323' (863' MSL) lgtd rdo twr erected 4.0 n mi ENE (78°T) at lat 34-56-10, long. 88-32-02. (8-31)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius. Effective Aug 24, NE/SW rnwy clsd - const. (8-24)

GREENWOOD-RADIO: Oct 9, LFR flgt-checked, courses correctly aligned.

GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20)

MERIDIAN-RADIO: Sept 25, VOR shut down - relctn. About Dec 13, will be recmsnd at lat 32-22-44, long. 88-48-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3 to 115.4 mc. During shutdown the following temp. MEA effective: V-18 Jackson VOR to Tuscaloosa, Ala VOR 5000'; V-18 Jackson VOR to Meridian LFR 2000'; V-18 Meridian LFR to Tuscaloosa VOR 2500'; V-154 Meridian LFR to Safford Int 2000'; V-18S Jackson to Meridian VOR and V-18N Meridian VOR to Tuscaloosa VOR unusable. (10-2)

MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd - very rough - marked. (5-23)

McCOMB-RADIO: About Oct 29, VOR will be shut down, during this period, the MEA on V-9 between New Orleans - Jackson 4000', V-9W unusable. (10-11)

YAZOO CITY-BARRIER ARPT: 300' (580' MSL) twr being erected 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24. (6-22)'

MISSOURI: **BREWER BCN SITE 53, NEW-STL: Effect. Oct 12, bcn discontinued. (9-19)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 acft, Mon-Fri. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt; Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.

JOPLIN ARPT: Rnwys 17-35 clsd - repaving. (9-20)

KANSAS CITY-RADIO: Moderate multiples all courses LFR. (8-17)

KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on 1st 200' rnwy 21, portions of term ramp, all TWA ramp & warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp & new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end runwy 3 & 21. 909' MSL lgtd steel truss bridge across Missouri Rvr 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. Bcn lgt inop.(10-12)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

**MALDEN BCN SITE 45, NEW-STL: Effect. Oct 12, bcn discontinued. (9-19)

**MEXICO-MEMORIAL ARPT: N/S strip W end clsd. N/S strip E end open. (10-12)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

**NEOSHO BCN SITE 43B, AMA-STL: Effect Oct 12, bcn discontinued. (9-19)

**REVERE BCN SITE 18, MKC-MDW: Effect Oct 12, bcn discontinued. (9-20)

ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 miles between 2500 and 5500' MSL. (12-30)

**ST JOSEPH-ROSECRANS MEMORIAL ARPT: 128' lgtd water twr erected 2700' NE.

ST LOUIS-RADIO: September 11, VOR shut down until approximately November 1 - Modernization. (9-12)

MISSOURI: ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd.

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

**SPRINGBLUFF BEACON SITE 64, AMA-STL: Effective Oct 12 bcn will be discontd.(9-19)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

**WELLINGTON BCN SITE 3, MKC-STL: Effect. October 12, bcn discontd. (9-19)

**WILLIAMSBURG BCN SITE 15, MKC-STL: Effect. October 12. bcn discontd. (9-21)

MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down - relctn. (9-24)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°. 35 n mi at 10,500'; 20°-68° 26 n mi at 10,500'; 68°-80° 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11 000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

BUTTE ARPT: 200'(8250'MSL) unlgtd antenna erected 3.1 n mi NE(46°T) at lat 46-00-27, long 112-26-30. (8-23)

CUT BANK-RADIO: Aug 3, VOR shut down until approx Oct 19. Freq will be changed to 113.1 mc. During this period the following arwy will not be usable: V-21 Great Falls to Cut Bank. (10-9)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi., 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-20[illegible], 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°. 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11.000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270° 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwy 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Cautiion E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°; 26 n mi at 11.500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,5000'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

**CURTIS BEACON SITE 24, DEN-GRI: Effect. Oct 12, bcn operd by city without course lgts.

**DAVID CITY BCN 82A, SLC-OMA: Bcn optd by city without course lgts. (10-10)

LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (9-26)

LINCOLN-UNION ARPT: NW/SE rnwy closed -construction.(10-15)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

OMAHA-CLEARBRIDGE ARPT: 464'(1727'MSL) lgtd rdo twr being erected 1.5 n mi (96°T) at lat 41-19-00, long 95-59-52. (9-13)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs,

NEBRASKA: WEEPING WATER-BROWN'S ARPT: S 600' N/S rnwy clsd - const. Occasional blasting operns rock quarry S edge of arpt. (8-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°,17[illegible] mi;300°-360°,43n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

★ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18). Freq 243.0 mc cmsnd. (10-11)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA - RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Oct 1, VOR shut down until approx Dec 1 - modernization. During this period, following arwys will not be usable; V-6 BAM-LWL; V-32N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239° - MEA 13,000'. (10-11)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc.(3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

LAKEHURST NAS-RADIO: Navy LF rng and homing fac inop.

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (8-20)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT: 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) 80' pile driver 300' E of W end rnwy 11-29 and 800' N of centerline rnwy 11-29; marked days, lgtd nights. (9-25) ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxi-

NEW JERSEY: NEWARK ARPT: way N clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

★TETERBORO ARPT-TOWER: October 10, LMM cmsnd, with voice. Freq: 326kc, ident:EB. FLD: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld -days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness.

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx. Jan 2,1957. FLD: Acft using rnwy 24 on take-off continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only.

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45 W.

AZTEC ARPT: N/S runway closed - construction.

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs(MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 closed to all tfc.

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd.

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n miles.

LAS VEGAS ARPT: Boundary and runway lights inoperative.

LOVINGTON-LEA COUNTY ARPT: Closed all traffic - due oil drilling.

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

SANTA FE(NEW) MUN ARPT: Rnwy 2-20 and taxiway to rnwy 15 closed - const. Use rnwy 15 for taxiing. Temp. lgtg rnwy 15-33 flare pots. All rnwy lgts inop.

ZUNI-RADIO: VOR has moderate scalloping SW quadrant.

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT: Const equip. and men adj to and on W ramp daily durg hanger const program.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route altitude.

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr upon and adequate crash facilities. Fuel unavailable transient acft.

**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned.

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

✱ISLIP-MacARTHUR ARPT-TOWER -SPECIAL NOTICE: All VFR acft ILS trng should contact twr before entering control zone. If other trng in progress, acft will be cleared to LMM to hold at a specified alt prior to descent at MM(1 min rgt hand turns). VFR vertical separation will be 500 ft. When the first acft reports inbound in procedure turn, acft on

NEW YORK: bottom of stack will be cleared to descend to 2,000 ft. for an ILS apch. Procedure turn should be started within 1 min. after passing OM, and descent to 1500 ft made in procedure turn. After completing the apch, acft will climb straight ahead to an altitude of 1,000 ft, then make a rgt climbing turn back to the holding pattern at LMM, climbing to an alt assigned by twr. Under IFR, normal 1,000 ft. IFR separation will be provided and the procedures to be followed will be as published in the approved instrument approach procedure, and in accordance with standard ANC practices.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.

KEENE-MARCY ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hours.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads.

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt. of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt. La Guardia Fld, N.Y., and Newark Arpt, N. J.

NEW YORK INTERNATIONAL(IDLEWILD)ARPT: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt Manager. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rolling surface conditions between southerly end rnwy 1R-19L and 7R-25L. Caution. Use paved surfaces only. NATCC preferential rnwys sys in effect. 185'MSL ctl twr-highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution-taxiway A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Rnwy 1R-19L clsd-avail taxiing only. Taxiway H now in operation. New extension taxiway temp LL from runway 13L-31R to taxiway A open for full operation. Lgtd ngt. Temp taxiway LL extended from taxiway A to taxiway C open for use. Marked by delinerators. Caution-shoulders unstable. Follow centerline all taxiways.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. About Oct 26, trans and rcvr 120.3 mc will be decmsnd and 120.4 mc cmsnd. FLD: Clsed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl-twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked off area in vcnty of windsock. Use grass for taxiing.

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice(tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution-ship tfc in area.

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant.

(16 Oct 1956)

NEW YORK: NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.7 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500; and visibilty 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°,43 n mi at 5000'.

**ROCHESTER-MONROE CO. ARPT: Four rdo twrs, 263' (785'MSL) erected 5.5 n mi ESE (118°T) at lat 43-05-54, long. 77-35-00. (8-29) Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)

ROCKDALE-RADIO: Oct 2, mobile test VOR placed in opern at lat 42-27-58, long. 75-14-22. Freq: 112.7 mc. (10-2)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615 Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using left hand pat at 1878'MSL. (9-13)

SPITFIRE LAKE: Clsd seaplane operns - xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800'. Apch lgts inop. (6-8)

UPPER ST REGIS LAKE: Clsd seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during day-lgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: SPECIAL NOTICE: Effect. Nov 15, 1956, North Carolina Warning Area (W-72) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va; COMAIRLANT, NAS, Norfolk, Va and CG TACAIRCMD, Langley AFB Va.

★ASHEVILLE-RADIO: Trans 255.4 mc cmsnd. (10-9)

★ASHEVILLE-HENDERSONVILLE ARPT-TOWER: Oct 8, trans and rcvr 243.0 and 257.8 mc cmsnd. (10-9)

FT BRAGG-POPE AFB-RADIO: USAF LFR to be used for homing only. (8-15)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° not usable acct excessive roughness and bends. (8-4)

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope shut down - relctn. Glide slope flyable to 20' above rnwy. No touchdown point. (7-17)

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends. About Oct 15, VAR will be decmsnd. About March 1, 1957, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. (9-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Sir Aviation Corp. 2-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH ARPT: 1156' (1496'MSL) lgtd rdo twr being erected 6.2 ln mi ESE (115°T) at lat 35-40-37, long. 78-32-06. (10-5)

NORTH CAROLINA: RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 80°-100°, 125°-145°, 175°-245°, 260°-290° unusable acct excessive roughness and bends. (8-17)

★RALEIGH-DURHAM ARPT-TOWER: Delete all restrictions on ILS. (9-27) FLD: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy reqd.

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution tf avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt boundary. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

NORTH DAKOTA: **COLUMBUS-BONSNESS ARPT: Delete from records. (10-4)

DICKINSON-RADIO: Sept 4, VOR shut down until approx Nov 1. (9-24)

FARGO-RADIO: Oct 8, VOR/DME shut down until approx Nov 30 - modernization. (10-8)

FARGE-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

**FRYBURG BCN SITE 46, HLN-MSP: Effect Oct 12, bcn discontinued. (9-19)

**GLEN ULLIN ARPT: 200' (2677' MSL) lgtd temporary twr 10.9 n mi WSW (245°T) at lat 46-44-09, long. 102-06-27, dismantled. (9-7)

MADDOCK ARPT: Clsd - construction. (6-10)

**MANDAN BCN SITE 57, HLN-MSP: Effect Oct 12, bcn discontinued. (9-19)

**MEDORA-BUDDY RANCH ARPT: 200' (3065' MSL) lgtd temp. twr 8.9 n mi WNW (286°T) at lat 46-53-19, long. 103-19-37, dismantled. (9-7)

**ST MICHAEL BCN SITE 44, OMA-BIS: effect Oct 12, bcn discontinued. (9-19)

SENTINEL BUTTE: 200' (3600' MSL) lgtd temp telco test twr erected at lat 46-52-05, long. 103-50-02. Dismantling will start about Oct 7. (8-6)

**SPRINGBROOK-WALL: Delete from records. (10-4)

**TIOGA ARPT: Delete from records. (10-4)

WESTHOPE ARPT: Fld rough - use with caution. (6-14)

**WILDROSE ARPT: Delete from records. (10-4)

**WILLISTON-CHANDLER ARPT: 878' (3221' MSL) lgtd TV twr will be erected 6.1 n mi WSW (267°T) at lat 48-08-02, long. 103-51-36. (8-26)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. Rnwy 6-24 first 500' under const - clsd. Rnwy 27 first 900' clsd. (10-4)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 - 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic--camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only.

APPLETON-RADIO: About Dec 15, VOR will be cmsnd. Freq 116.7 mc. Ident CMH. Lctd: lat 40-09-04, long. 82-35-23. Monitoring category (1). Class BVOR. Voice and monitoring from Columbus, INSACS. (9-25)

CHARDON-RADIO: Test VOR freq 117.5 mc lctd lat 41-31-06, long. 81-09-41. Operg test-basis only. (8-31)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intersection. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. Caution, men, equip working on outer perimeter of ramp between 0800-1630, mrkd. Const on ramp and all points there in progress wea permitting. Extreme caution all acft. Twr clearance rqrd prior using taxiways to or from ramp in const areas - flagged and lgtd. (3-23)

CONCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

OHIO: CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. (5-17)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Land in ship channel only - steel cable below surface of water running N from Cleveland Stadium 500' in navigational channel.
COLUMBUS-RADIO: VOR shut down - relctn. About Dec 15, VOR will be relctd to Appleton, Ohio, at lat 40-09-04, long 82-35-23. (9-25) See Appleton.
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)
DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Dut to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Due const rnwy 6-24 clsd to apchs and tkoffs durg daylgt hrs; can be used for taxiing at discretion of ctl twr. Threshold lgts rnwy 6 temp lctd each side pavement durg const. Rnwy 6-24 reopened for all operns durg min conditions. Caution - apchs to rnwy 6 - open ditch at end. (10-9)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)
**HUDSON-MID CITY ARPT: Clsd - site reverted to industrial use. (10-9)
JEFFERSON-RADIO: Sept 11, VOR operg test basis only. Freq: 115.2 mc. Ident: JFN. Lctd lat 41-45-38, long 80-44-51. (9-10)
LODI ARPT: Now open. (10-9)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350 to 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)
**NORTHFIELD-SKY HAVEN ARPT: 300' lgtd twr erected 2.2 n mi N (5°T) at lat 41-20-50, long 81-31-47. (9-28)
PORT CLINTON ARPT: Sod areas usable, rough, Caution-land in centerline section of rnwys, standing water following heavy rains. Acft with 122.3 call Port Clinton unicom for wind and field conditions. (4-30)
PORTSMOUTH-RAVEN ROCK ARPT: Unattended. (8-10)
PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const begun on 950 ft. extension SW end rnwy 7-25 and associated taxiway. Equip operg these areas. 5200 ft. usable. (10-11)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WAUSEON-GRIESER ARPT: Now attended. (10-9)
WILLOUGHBY-LOST NATION ARPT: Caution-const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

OHIO: YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000" will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
★BARTLESVILLE-PHILLIPS FLD-TOWER: CI Tower decmsnd. (11-10)
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
LAWTON-RADIO: Sept 11, VOR shut down - modernization. (9-25)
MANGUM-PONDER ARPT: Closed. (3-2)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
PAULS VALLEY ARPT: Oil derrick erected NW corner of fld - caution. (9-25)
PONCA CITY-RADIO: October 2, VOR flight-checked, opern normal.
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R closed for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Runway lights inoperative. Runway 3R-21-L daylights hours only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Extension const N of rnwy 16-34. Apch lgts decmsnd. Half of taxiway 12 from Admin bldg to SE end of fld clsd - hazard mrkd. (9-13)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long 119-29-20; S-lat 45-49-40; W-long 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. About October 15, VOR will be shut down until approx November 2 - modernization. During this period, the following airways will not be usable: V-25 RBL-RDM, V-122 LMT-Klamath Junction Int. (10-11)
KLAMATH FALLS-KLAMATH ARPT: N 8000 ft. runway 14-32 usable, unmarked. Const on S end. Asphalt paving plant and power line installed 950 ft S rnwy 7-25 and 800 ft E of S end rnwy 18-36. Maximum height 45'. Caution - equip crossing rnwys. (9-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right traffic pattern when airport is NW or W, left pattern when airport is Southeast or East. (4-16)
NEWBERG-RADIO: VOR flight-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr. alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NORTH BEND-RADIO: VOR flight-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTERN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flight-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
THE DALLES-RADIO: Aug 6, VOR shutdown until approx October 17-upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (10-4)

OREGON: THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S- lat 39-59-30; E - long. 77-47-00; W-long. 77-49-00.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V-27 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HINESDALE ARPT: Dike construction on W end of rnwy - caution; equip. and drag-line in opern. (8-28)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

**JOHNSTOWN ARPT: 341' lgtd rdo twr erected 15.5 n mi SW(234°T) at lat 40-10-48, long. 79-07-49. (8-23)

★PHILADELPHIA INTERNATIONAL ARPT-TOWER: Sept 30, ILS lclzr freq changed to 109.3 mc, glide slope to 332.0 mc. Glide slope moved to 400' due S apch end rnwy 9. (10-3) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile drive approx 700' W of extended centerline of rnwy 35 and approx 3000' S apch end rnwy 35 - mrkd days, lgtd ngts moving and working westerly. All trans acft will park at the executive terminal, transportation and services avail, load and unload stops at Pier C, only avail for 3 minutes. Trans parking prohibited at Pier C. Acft requiring customs service use Pier C then move to executive term. for static parking

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950'W of apch end rnwy 10. (7-12)

PHILIPSBURG-RADIO: VOR/DME shut down until approx Nov 1. (10-11)

PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100° 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.

TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)

WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: NARRAGANSETT-SPECIAL NOTICE: Effect. Nov 15, 1956, Narragansett Offshore Warning Area (W-105) is amdended by changing the controlling agency to: NAVPORCO, Newport, R. I.

PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at MEA in all azimuths. (11-4)

**CHARLESTON AFB/MUN ARPT: All acft must be equippped with functioning two-way rdo with appropriate twr freq. (10-1) Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° unusable - excessive roughness and bends. (10-15)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

GREENVILLE-RADIO: Effect. Nov 1, obstn lgts on LFR will be discontd. (10-9)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH AFB/MUN ARPT: 7200' rnwy 17-35 usable. 2300' N end clsd - const. Rnwy lgts on 8-26 only. N/S taxiway clsd. Ctc MYR for lndg conditions. (8-27)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20) N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)

**ALCESTER BEACON SITE 12, OMA-BIS: Effect. Oct 12, bcn discontd. (9-20)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

**FRANKFORT BCN SITE 31, OMA-BIS: Effective October 12, beacon discontinued. (9-20)

**HOWARD BCN SITE 20, OMH-BIS: Effective Oct. 12, bcn discontd. (9-19)

HURON-HOWES ARPT: Rnwy 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

LEMMON ARPT: NW/SE rnwy under const. (7-26)

PHILIP-RADIO: About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd pole line north from beacon to transmission line.

SIOUX FALLS-FOSS FLD: NW/SE rnwy and NE 3100' of NE/SW ILS rnwy clsd - construction. (9-25)

**WILLOW LAKE BEACON SITE 3-HON-MSP: Effective October 12, beacon discontinued. (9-19)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio range to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples.

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl tower.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: About Nov 1, ASR will be shut down until approx Dec 15 - modernization.

MEMPHIS-RADIO: About Oct. 15, Fisherville FM on NE course, will be inop until approx October 20.

NASHVILLE-RADIO: Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen int 5000'; McWeen to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'.

NASHVILLE-BERRY FLD: Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway.

TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping.

ABILENE(NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area.

ALICE-RADIO: VOR radials 85°-105° unreliable.

ALICE ARPT: Boundary lights runway 13-31 unreliable.

**ALVIN ARPT: 432'(499'MSL) lgtd rdo twr erected 9.5 n mi W(277°T) at lat 29-28-08, long 95-27-12.

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out.

AUSTIN-RADIO: Oct 3, VOR shutdown until approx November 1 - modernization.

**AUSTIN-MUELLER ARPT: 275'(1048'MSL) lgtd twr erected 5.0 n mi NNW(352°T) at lat 30-23-05, long 97-43-35. Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat.-extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection runway 30 with runway 3-21. Green range lgts on rnwy 30 designates touchdown point nights.

BEAUMONT-JEFFERSON COUNTY ARPT: Rnwy 11-29 closed - construction. 223'MSL lgtd drilling platform being erected 26 n mi SSW(195°T), at latitude 29-33, long. 94-12.

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all altitudes - intensive jet training.

BROWNSVILLE-RADIO: About Oct 29, VOR will be shut down until approx Nov. 19. During shut-down, the Brownsville LFR may be substituted for the VOR on V-163. MEAs as charted.

COLLEGE STATION-RADIO: Oct. 16, VOR shut down until approx Nov 12-modernization.

DALLAS-LOVE FLD: All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius Formation take-offs not permitted. Open ditch and const continues in prgrs in ramp adj to taxiway serving S end of N/S rnwy. Hazard marked and lighted. Caution.

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500';265°-300°,26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs

TEXAS: prohibited. Turn on landings lgts 5 miles out, during darkness.

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown.

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop.

GRAND PRAIRIE-RADIO: About Oct. 16, H fac freq 407 kc will be changed to 248 kc.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets, sunrise, sunset, within circular area with radius of 4.3 n mi centered at lat 28-17, long. 96-32.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat., Sun and holidays xcpt emergency or prior approval. Approval obtained durg normal duty hrs or by letter.

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable-roughness and scalloping. Caution in vicinity of Cleveland, Texas - intermittent interference.

HOUSTON INTERNATIONAL ARPT: Caution - aerial targets will be dropped on arpt between 0800-1600 Sat and Sun. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. ILS rnwy 3-21 clsd- reconst. Repairs and reconst of other rnwys in progress. Men and equipment in construction areas.

HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S and E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable.

HUDSPETH-RADIO: About Oct 29, VOR will be shut down, during this period the MEA on V-66 between El Paso VOR and Culberson VOR is 10,000'.

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution.

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling.

**LOLITA-WALKER ARPT: 305'(355'MSL) lgtd rdo twr erected 7.9 n mi NE(047°T) at lat 28-54-38, long 96-27-43.

LUBBOCK ARPT: W 300' of E ramp open as taxiway. E 500' of E ramp closed to acft for cotton storage.

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARFA-RADIO: Sept 21, VOR shut down until approx Oct. 21-modernization.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority.

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings.

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.

MIDLAND ARP'K: Mil student flying restricted from use of N/S rnwy.

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed.

PORT ISABEL ARPT: Closed all operations - construction.

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice.

SAN ANTONIO-STINSON ARPT: 168'(795'MSL) lgtd twr being erected 2.7 n mi WSW(262°T) at lat 29-20-50, long. 98-31-53.

SAN MARCOS ARPT: NE/SW strip rough - caution.

SHAMROCK ARPT: Bcn and rnwy lgts inop.

SINTON ARPT #1: 126' lgtd derrick erected 2500' N of E/W rnwy.

SNYDER-WINSTON FLD: 150'(2577'MSL) lgtd rotary drilling rig being erected 2552 ft. SE N/S rnwy.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF range.

**TEXAS CITY-GULF COAST ARPT: 136'(167'MSL) lgtd derrick erected 4.9 n mi ESE (105°T) at lat 29-22-55, long 94-51-27.

TYLER POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution.

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

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UTAH: BONNEVILLE-RADIO: DME coverage 295° - 350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-136°, 35 n mi at 11,000'. DME coverage 40° 90° 26 n mi at 13 000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172° 190°, 26 n mi at 13 000'
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350° 30° and 180° 220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140° 22 n mi; 235° 330° 35 n mi at min en route alt. (1-2)
OGDEN RADIO: VOR coverage 5° 120° 30 n mi at 11,000'. DME coverage 360° 150° 17 n mi at 12,000'.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL 30 n mi at 11,000'MSL. Coverage 10°-135° 22 n mi at min. terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000'MSL. (8-10).
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040°, 35 n mi, 40°thru 50°, 30 n mi, 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru F between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext.808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Cautiion 500' extn S end rnwy 35 under const; men, equip on fld.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. About Oct. 22, LFR will be shut down for approx 3 days - use for homing only during shutdown.(8-21)
★NEWPORT-RADIO: H fac is State operated. (10-9)
VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25)
CHASE CITY-EMILE'S ARPT: Extension to S end rnwy under const.
CHINCOTEAGUE-SPECIAL NOTICE: Effect Nov 15, 1956, Warning Area (W-108) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va. Co., Ft. Miles, Del., and CG TACAIRCOMD, Langley AFB, Va.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
**DANVILLE ARPT: Two 285' twrs erected 16.1 n mi North (4°T) at lat 36-55-31, long 79-19-50.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 8000''.(6-11)
**GORDONSVILLE ARPT: Unicom available daylight hrs. (10-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: NE/SW rnwy clsd. (10-11)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.

VIRGINIA: NORFOLK-AIR ROUTE TRAFFIC CONTROL CENTER: Soon, TASR will be shut down for antenna modification.
PENDLETON-SPECIAL NOTICE: Effect. Nov 15, 1956, Pendleton Warning Area (W-50) is amended by changing the controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD; Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxi ways-caution.
VIRGINIA CAPES-SPECIAL NOTICE: Effect. Nov 15, 1956, Warning Area (W-386) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
DEER PARK ARPT: F/W rnwy clsd on alternate Sundays - drag races. (4-9)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW ARPT: Clsd to ngt operns. (6-15)
** SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium ty pe, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. (8-14) N three rows of hi-intensity apch lgt sys shut down - const. Threshold lgts S end of N/S rnwy temp. relocated 750' N of S end of rnwy. (8-31)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'.

WASHINGTON: SPOKANE-GEIGER FLD: Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Clsd. (6-11)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. About Oct 15, lclzr and glide slope will be shut down until approx Oct 22.
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 36 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (7-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. Construction under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn marked. Rnwy 17-35 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (9-5)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft - unusable. Arpt will be clsd Nov 1, 1956. (10-12)
EAU CLAIRE-RADIO: Oct 6, VOR flgt-checked, opern normal.
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Dec 8 - modernization.
**GRANTSBURG BCN SITE 7, MSP-QT: Effect Oct 12, bcn discontinued. (9-19)
**JOHNSON CREEK BCN SITE 4, MKE-LSE: Effect Oct 12, bcn discontinued.
LA CROSSE-RADIO: VOR radials 320°-335° unreliable 20-30 n mi from stn. (11-3)
LONE ROCK-RADIO: July 9, VOR shut down until approx Oct 24. (10-10)
**LONE ROCK BCN SITE 15, CHI-TWIN CITIES: Effect Oct 12, bcn discontinued. (11-9)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. Taxiway 6 lctd between S end of rnwy 18 and AF ramp clsd - const - mrkd with yellow barricades and flares ngts. (4-23)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-11) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd - itinerant mil acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
**SYLVAN BCN SITE 18, CHI-TWIN CITIES: Effect Oct 12, bcn discontinued. (9-19)
WAUSAU-RADIO: Oct 8, VOR shut down until approx Dec 7. (10-11)
**WAUSAU-ALEXANDER ARPT: 200' lgtd twr erected 4.5 n mi E (53°T) at lat 44-58-30, long. 89-32-20. (9-15)
WYOMING: CASPER-NATRONA CO ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29)
CHEYENNE ARPT: Overrun lgts rnwy 8-26 inop. (5-24)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
JACKSON ARPT: E/W rnwy clsd - fence const across rnwy just W of N/S rnwy. Small acft may use E end of E/W rnwy in case of emerg, but at own risk. N/S rnwy clsd - const. Use new auxiliary 150' x 5400' strip E of N/S rnwy. (3-15)
KEMMERER ARPT: Caution - reseeded and soft. (6-22)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
RIVERTON ARPT: Men and equip. on fld. 5000' W end rnwy 28 surfaced and available. Remainder arpt clsd. (4-12)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at
WYOMING: 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate course roughness exists in mountainous area.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equipment on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' - 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily 3-hr min gnd delay on mil acft due priority airlift. (7-28)
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

SEE ALSO PAGE 9

ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective November 15, 1956:

DESIGNATE:

(1) SCOTLAND, NEW JERSEY RBN.

(2) SCOTLAND, NEW JERSEY(VHF) INTSXN- Intsxn 139° T radial Caldwell, N. J. VOR and the SW course Idlewild, New York ILS localizer.

(3) MEADOWBROOK, NEW JERSEY (VHF) INTSXN - Intsxn 326° T radial Idlewild, New York VOR and the 230° T radial Wilton, Connecticut VOR.

REDESIGNATE:

(1) GLEN COVE, NEW YORK (VHF) INTSXN - Intsxn 196° T radial Wilton, Connecticut VOR and the 262° T radial Riverhead, New York VOR and the back course Idlewild, New York ILS localizer.

CANCELLED:

(1) SCOTLAND, NEW JERSEY(LF) INTSXN - Intsxn SE course Newark, New Jersey LFR and the SW course Idlewild, New York LFR.

SEE ALSO PAGE 10

NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated, redesignated or cancelled and shall become effective November 15, 1956:

DESIGNATE:

(1) GLEN COVE, NEW YORK (LF) INTSXN - direction of holding **NE on NE crs.** Idlewild, New York LFR; direction of turns-Right; time one minute.

(2) MEADOWBROOK, NEW JERSEY(LF) INTSXN - direction of **holding NE on back crs.** Teterboro, New Jersey ILS lclzr; direction of turns- Right; time one minute. **(Minimum altitude 3000').**

(3) SCOTLAND, NEW JERSEY RBN - Direction of holding SW on **SW crs. Idlewild,** New York LFR; direction of turns - Right; time one minute.

(4) SCOTLAND, NEW JERSEY(VHF) INTSXN - direction of holding **SW on SW crs.** Idlewild, New York ILS lclzr; directionof turns - Right; time one minute.

(5) GLEN COVE, NEW JERSEY(VHF) INTSXN - direction of holding **NE on NE crs.** Idlewild ILS lclzr; direction of turns - Right; time one minute.

(6) MEADOWBROOK, NEW JERSEY (VHF) INTSXN - direction of **holding NE on 230°** T radial Wilton, Connecticut VOR; direction of turns - Right; time one minute.

REDESIGNATE:

(1) LONG BEACH, NEW YORK(LF) INTSXN - direction of holding **SW on SW crs.** Mitchel, New York LFR; direction of turns - Right; time one minute.

CANCELLED:

(1) SCOTLAND, NEW JERSEY(LF) INTSXN. **(16 Oct 1956)**

(2) GLEN COVE, NEW YORK RBN.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that thould be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ±4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES. *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo , Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill. , - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON

Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-Douglas International
DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Fort Worth, Texas-Meacham
Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana

Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB (Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni

Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l (Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas
Winston-Salem, North Carolina

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County (Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird
Oklahoma City, Oklahoma
Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

St. Petersburg, Fla., - Pinellas Co Intn'l
Salisbury, Md , -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle-Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota Municipal
South Bend, Ind., -St Joseph County
Spartanburg, South Carolina Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., Dale Mabry

Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Trin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB (Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

(16 Oct 1956)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1008	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Wichita, Liberal	2.0 E; 110°	3504	680	37-02-09; 100-54-36
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1899	999	42-41-14; 84-22-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pitts-burgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-14
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-08-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

(16 Oct 1956)

Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG: OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CHARLOTTE, N. C. Douglas Arpt. 748 ILS-CLT LOM CL Comb. ILS/ADF Procedure Number 1 Amendment No. 10 Effect: 17 Nov. 1956 Supersedes Amdt. 9, dated Sept. 24, 1955. Major Changes: York & Clover Intsxns transition added. Changes missed approach. Deletes Sharon Intsxn & Ft. Mill transition.	Charlotte LFR	LOM	250 4.6	2100	S side of SW crs. 229 - outbnd 049 - inbnd 2300 within 10 mi.	ILS 2300 ADF 1500 over LOM	2290 4.6	950 0.5	T-dn C-dn S-dn 5 ADF ILS* A-dn ADF ILS	300-1 400-1 400-1 200-0.5 800-2 600-2	300-1 500-1 400-1 200-0.5 800-2 600-2	200-0.5 500-1.5 400-1 200-0.5 800-2 600-2	Within 4.6 miles of LOM climb to 2200' on crs. of 049° from LOM or NE crs. ILS; when directed by ATC turn left climb to 2500' on N crs. LFR (358°) within 20 miles. *400-0.75 required when glide slope not utilized. **Clover Intsxn Charlotte VOR 328 & CLT-ILS-SW course. (To be shown on AL Chart only.)
	Intsxn. N crs. Charlotte LFR & SW crs. ILS.	LOM	229 5.6	2200									
	York Intsxn.	LOM	049 14.0	2200									
	Charlotte VOR	Clover Intsxn **	328 9.0	2300									
	Clover Intsxn.** (final)	LOM	049 3.0	ILS 2300 ADF 1500									
DAYTON, OHIO Dayton Arpt. 1008 ILS DAY LOM DA Procedure Number 1 Amendment No. 11 Comb. ILS/ADF Effect. date: 17 Nov. 1956. Supersedes Amdt. No. 10 dated 1 April 1954. Major Change: Note added.	Dayton VOR	LOM	210 6.9	2300	W side SW crs. 236 - outbnd 056 - inbnd 2300 within 10 mi.	ILS 2300 ADF 1700 over LOM	2270 3.8	1235 0.6	T-dn C-dn S-dn 6 *ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 3.8 miles after passing LOM(ADF).... climb to 2200' on 360° crs. from Tipp City MHW within 10 miles. *Intsxn. W crs. Wright Patterson LFR & SW crs. ILS or bearing 056° to LOM. *400-0.75 required with glide slope inoperative.
	Wright-Patterson LFR	LOM	297 10.4	3000									
	W crs. Columbus LFR & ILS NE Crs. or bearing 236° to LOM	LOM	236 15.6	2300									
	Liberty Intsxn.	LOM	015 6.2	2300									
	Dayton VOR rad. 060 & ILS NE Crs. or bearing 236° to LOM	LOM	236 11.3	2300									
	West Alexandria Intsxn.* (final)	LOM	056 12.2	2100 ILS 1700 ADF									
LOUISVILLE, KY. Standiford Fld. 497 ILS SDF Back Crs. Approach. Procedure Number 2 Effect. date: 17 Nov. 1956. Amendment Number 1, Supersedes Amdt. Original dated 23 April 1955.	Louisville LFR	Jeffersonville Intsxn.*	320 5.7	2100	E side N crs. 010 - outbnd 190 - inbnd 2000 within 10 mi. N of Jeffersonville Intsxn.* Procedure turn conducted E to avoid 1590' tower 10 mi. NW of Louisville	No glide slope 2000' over Harbor Intsxn#	No markers Descend to landing minimums after passing Harbor Intsxn# Distance and bearing to runway 19- 4.8 miles 190°		T-dn C-dn S-dn** 19 A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	4.8 miles after passing Harbor Intsxn., climb to 2100' on S crs. of ILS to LOM. #Harbor Intsxn. -N crs. of ILS & Louisville VOR rad. 327°. *Jeffersonville Intsxn. -N crs. of ILS & Louisville radial 332°. **Do not descend below 1100' MSL until past Louisville VOR 320° radial.
	Louisville VOR	"	332 13.3	2100									
	Nabb Intsxn.	"	190 19.1	2000									
	Intsxn. W crs. Louisville LFR & N crs. of ILS.	"	010 4.8	2000									
	Jeffersonville Intsxn. Radar terminal area transitions	Harbor Intsxn# within 25 miles	190 4.8	2000 (final) 2500									
ADF approach not authorized. This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously. Major Changes: Radar transition altitude added; deletes Cave Hill Intsxn.; adds Harbor Intsxn.; changes to nautical miles.													
ROCHESTER, N.Y. Monroe County Arpt. 558 ILS ROC LOM RO LMM OC Comb. ILS/ADF Procedure Number 1 Amendment No. 5 Effect. date: 17 Nov. 1956 Supersedes Amdt. No. 4 dated 18 August 1956. Major Changes: Middle and outer marker altitudes revised.	Rochester LFR	LOM	076 3.2	2000	N side E crs. 097 - outbnd 277 - inbnd 2000 within 10 mi. of LOM.	ILS 2000 ADF 1500 over LOM	2000 4.5	780 0.6 ℄	T-dn ILS ADF C-dn *S-dn 28 ILS A-dn #ILS ADF	300-0.75 300-1 500-1 300-0.75 600-2 800-2	300-0.75 300-1 600-1 300-0.75 600-2 800-2	200-0.5 200-0.5 600-1.5 300-0.75 600-2 800-2	Within 4.5 miles after passing LOM..climb to 2000' on W crs. of Rochester LFR. Note: Glide slope provides approximately 183' clearance over smoke spire 756'MSL located 3.2 mi. W of the LOM. Air Carrier Note: Take-off on runway 12 and landing on runway 30 not authorized.
	Rochester VOR	LOM	096 5.2	2000									
	Rush Intsxn.	LOM	047 7.3	2000									
	Farmington Intsxn.	LOM	313 8.7	2000									
	Farmington Intsxn. (final transition)	ILS E crs.	333 6.2	2000									
									℄ Minimum altitude 1300' over LMM with glide slope inoperative or when conducting ADF approach. *Circling minimums applicable for ADF approach or with glide slope inoperative. #All installed components of the ILS must be operating otherwise alternate minimums of 800-2 apply.				
ROCK SPRINGS, WYO. Municipal Arpt. 6752 ILS RKS Procedure Number 1 Amendment Number 8 Effect: 24 November 1956 Supersedes Amdt. No. 7 dated 18 January 1954. Major Changes: Distances now in nautical miles; speeds in knots; procedure turn area increased to 10 miles; take-off (columns 11 & 12) changed to 300-1.	RKS LFR	Outer marker	090 1.3	9200	N side E crs. 074 - outbnd 254 - inbnd 9200 within 10 mi. of outer marker.	8700	7850 3.9	6950 0.6	*T-dn C-d C-n * S Rnwy 25 D N ℄ A-dn	300-1 400-1 400-2 300-0.75 300-0.75 600-2	300-1 500-1 500-2 300-0.75 300-0.75 600-2	#200-0.5 500-1.5 500-2 300-0.75 300-0.75 600-2	Climb to 10,000' on W crs. of RKS-LFR. Notes: * Provisions of inoperative ILS components not applicable, take-off minimums of 300-1 and circling minimums apply when approach lights or glide slope inoperative. Air Carrier Note: Sliding Scale not authorized. #300-1 required for night take-off on all runways except 7-25. ℄800-2 required if any regular component of the ILS is inoperative. (16 Oct 1956)
	Intsxn. E crs. RKS-ILS W crs. RKS-LFR	Outer marker	074 3.9	9200									
	Point of Rocks FM	E crs. ILS	235 6.1	9200									
	RKS-VOR	E crs. ILS	062 2.2	9200									

NOTE: Bearings, headings, courses are magnetic. Distances are nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CLEVELAND, OHIO Hopkins Arpt. 789 SBRAZ-CLE Procedure Number 1 Amendment Number 7 Effect. date: 17 Nov. 1956. Supersedes Amdt. No. 6, dated 8 Dec. 1953	Elyria FM Major Change: Missed approach altitude revised. Caution note revised.		1400 (final)	S side W crs. 276 - outbnd 096 - inbnd 1900 within 10 miles.	1400	098 0.9	T-dn C-dn A-dn	300-1 400-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Within 0.9 miles...climb to 3000' on N side of E crs. of Cleveland LFR within 20 miles. Caution: 1971' television towers approximately 7 miles ESE of airport.
DAGGETT, CALIF. Daggett 1927 SBRAZ-DTV DAG Procedure Number 1 Amendment No. 5 Effect: 17 Nov. 1956 Supersedes Amdt. No. 4 dated 12 Feb. 1955.	Daggett VOR Major Changes: Conversion to nautical miles; add missed approach limit.	233 4.3	6000	N side W crs. 244 - outbnd 064 - inbnd 6000 within 10 miles.	3900	On airport.	*T-dn C-dn A-dn	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	Within 0.0 miles...climb to 9000' on E crs. DAG-LFR within 20 miles. Note: *500-1 authorized for take-offs on runways 3 and 7.

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DAGGETT, CALIF. Daggett Arpt. 1927 BVOR-DAG Procedure Number 1 Amendment No. 5 Effect: 17 Nov. 1956 Supersedes Amdt. No. 4 dated 12 Feb. 1955.	Daggett LFR Major Changes: Conversion to nautical miles; correct course from DAG-LFR; Correct missed approach course.	053 4.3	6000	N side crs. 053 - outbnd 233 - inbnd 6000 within 10 miles.	4000	233 3.6	*T-dn C-dn A-dn	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	Within 3.6 miles...climb to 6000' on 242° radial of DAG-VOR within 20 miles. Note: *500-1 authorized for take-offs on runways 3 and 7.
ROCK SPRINGS, WYO. Municipal Arpt. 6752 BVOR RKS Procedure Number 1 Amendment Number 2 Effect: 24 November 1956 Supersedes Amdt. No. 1 dated 18 January 1954.	RKS-LFR Major Changes: Distances now in nautical miles; speeds in knots; procedure turn limited to 10 miles; missed approach area limited to 20 miles.	203 1.0	9200	N side crs. 081 - outbnd 261 - inbnd 9200 within 10 mi.	8700	261 2.1	T-dn C-d C-n S-Rnwy 25 D N A-dn	300-1 1000-1 1000-2 1000-1 1000-2 1000-2	300-1 1000-1 1000-2 1000-1 1000-2 1000-2	*200-0.5 1000-1.5 1000-2 1000-1.5 1000-2 1000-2	Within 2.1 miles...climb to 10,000' on 261° radial RKS-VOR within 20 miles. Note: *300-1 required for night take-off on all runways except 7-25.
SEATTLE, WASHINGTON Boeing Field 17 BVOR-DME SEA Jet Aircraft Procedure Number 1 Amendment Number 2 Effect: 24 November 1956 Supersedes Amdt. No. 1 dated 5 May 1956.	All directions From 15 mile fix to Harbor Island FM*(final) Major Changes: Change procedure turn to 260° outbnd, 135° inbnd; add FM/DME fix; change distance FM/DME fix to airport; change bearing FM/DME fix to airport; reduce altitude over FM fix to 1500'.	 135 6.8	20,000 1,500	Teardrop type procedure 280 - outbnd 135 - inbnd Start descent over station at 1/2 initial approach altitude execute descending right turn within 20 miles. Complete turn on 135° inbnd crs. minimum altitude 4000'.	Over Harbor Island FM* 1500	092 3.5 miles from Harbor Island FM*	All Aircraft T-dn C-dn A-dn	300-1 1500-2 1500-2	300-1 1500-2 1500-2	300-1 1500-2 1500-2	Within 0.0 miles of Harbor Island FM/Fix turn right climb to 2000' outbnd on 270° radial SEA-VOR. At 10 miles from VOR commence climb to 14,000' within 25 miles or as directed by ATC. *Or 8.2 miles from SEA-VOR/DME.

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
SAN JUAN, P. R. Isla Grande Arpt. 9 SBRAZ-SJU Procedure Number 1 Amendment No. 4 Effect. date: 17 Nov. 1956. Supersedes Amdt. No. 3 dated 6 October 1956. Major Changes: Correct shuttle procedure.	Borinquen Rbn So. Caicos Rbn Piarco Rbn (Port of Spain) St. Croix Rbn* St. Thomas Rbn* Oscar-7/Intxn 104° bearing to SJU & 196° to BQN) Bronson/Intxn 126° bearing to SJU & 216 to BQN) Charley Fox-2/Intxn 029° bearing to SJU & 320° to HIV) Lima-5/Intxn 012° bearing to SJU & 312° to HIV) *Privately owned facilities.	101 53.0 126 354 336 550 308 91.0 282 69.0 104 105 126 48.0 029 160 012 148	3000 3000 4100 5000 3000 3000 3000 5500 5500	N side of crs. 277 - outbnd 097 - inbnd 1200 within 15 miles.	800	090 3.6	T-dn C-dn S-dn 9R A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 3.6 miles, climb to 1200' on course of 090° from SJU LFR within 25 miles. Shuttle: 097° inbound 277° outbound on SJU LFR at 3000' within 25 miles. Caution: 485' tower 2 miles SW of airport.

(16 Oct 1956)

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

U. S. GOVERNMENT PRINTING OFFICE : 1956

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. **(P) = Private facility.** (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled

DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TASR . . . Terminal Area Surveillance Radar
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(30 Oct 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - **The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.**

PRECISION APPROACHES - **Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.**

SURVEILLANCE or ASR APPROACHES - **Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.**

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8.	ASR - PAR	Runway 13R. Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6.	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 118.7, 119.5, 121.1, 121.9 126.18, 257.8, 307.2	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Los Angeles Intnl. Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6.	ASR - PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control

STATION	TRANSMITS	RADAR FACS.	REMARKS
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7, 120.3	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 108.1, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8	ASR	
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

(30 Oct 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
Burbank-Lockheed Arpt., Calif.	260;109.5,118.7,120.9,121.5, 126.18,243.0,257.8,360.6	TASR	Gds: 118.7,120.9,121.5,126.18,243.0 257.8,360.6
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	TASR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Norfolk Arpt. Va.	135.0,135.9,118.1,118.5,119.9, 120.7,121.5,124.1,132.3,137.88, 243.0,255.4,257.8,263.0,301.4, 348.6,	TASR	Gds:135.9,118.1,118.5,119.9,120.7, 121.5,124.1,132.3,137.88,243.0,257.8 263.0,301.4,348.6,255.4
Washington National Arpt., D. C.	119.7,120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2,348.6 mc (on req 120.5, 124.4 mc)	TASR	Guards 122.1 mc (on req 120.5, 124.4 mc) Oper. 255.4,301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1,12 1.1,121,5,124.1,126.18,134.1, 136.8,13 7.88,142.02,236.6,255.4, 263.0,270.6 ,289.4,335.8,363.8,243.0	ASR-PAR	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30,17,35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4		
Tacoma-McChord AFB, Wash.	120.1,121.1,126.5,126.18,134.1, 136.8,137.88,142.02,236.6,243.0, 270.6,275.8,289.4,335.8,363.8mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

INSTRUMENT LANDING SYSTEMS

(30 Oct 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	BC-restricted
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.81	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212 ;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3)	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382, 255.4	(3),# 255.4,257.8, 122.2	
(1)Huntsville	BVOR	HSV	112.3V;121.5,126.3,126.7,126.18,243.0,229.4	122.1, #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
Oakland				**CALIFORNIA**	
(1)Agnew INSACS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	(2),#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2, 243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GCE	341		(sunrise-sunset)
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Loma Portal	MH	LPT	278		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto INSACS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 289.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6		3023.5;233.8,#
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
"	HW	NKX	516		
San Francisco INSACS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLZ	NZJ	407;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " INSACS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1) Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2	#	
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4391	(3),#	
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2554; 278;243.0	(3),#	DME
(3) Kiowa	VORW	IOC	112.6		
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,2554	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,2554	(3),#	14 A 109 N 194 A 289 N
(1) Lamar INSACS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	(2),#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,348.6	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,1267	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 121.5, 126.18,257.8	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale-Broward Co Intl	CI		272;121.3	(2),#,121.5.	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(3) Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,	(2),# 269.2	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	VORW	NZC	117.4		
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
FLORIDA					
Miami	Center		118.9,120.3,243.0,301.4 120.9,121.5,269.0,311.8	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),#,	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8	(2),#	(0700-2300)
Perrine-ORACS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N (0700-2400)
St. Petersburg Pinellas Co.	CI		317;118.3,257.8	3023.5;122.7, 121.5,126.18,#	
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.3	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0	(2),#	
Valparaiso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

((30 Oct 1956).

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,1195,257.8	(2),#	116.9,120.3,121.5,1323,243.0
"	Center		120.3,132.8,118.9,301.4,346.6,353.7,3014,307.9,324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross INSACS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-INSACS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#.	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7,243.0,255.4	(3),#.	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8,311.8,269.0,291.6,307.0	(1),#,122.7	
(1) " "	TVOR	MDW	111.6	120.5,125.9,125.5,121.5,243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1, 123.7,123.9, 124.7,124.3,119.7,250.2,323.2,340.6,353.9,		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	MRAZ	RAN	365		43 A 133 N
" " "	VORW	RAN	114.0		223 A 313 N
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		281;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7, 243.0,255.4	(3)	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3, 119.7,120.1, 124.9,125.3,301.4,124.1,385.6, 3386,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1 ,118.5,119.9,121.1,121.5,122.1,122.5, 125.3,126.7,132 ,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7, 255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5, 257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2, 255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	C(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299, 255.4 ,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5, 243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3)	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9 243.0		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;19.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Spragueville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.3	#	
" Bedford (Hanscom)	AC(g)		212;120.7,121.5,126.18 243.0,257.8,[redacted]348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8,263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield,INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
[redacted]	[redacted]	[redacted]	[redacted]		
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	* Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	121.5 #	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0, 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 55 4	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	TVOR	NBB	115.0		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell INSACS- Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396	(oper IFR when rng inop)	
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor category(1) twr hrs opern	
(1)Woodstown INSACS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			NEW YORK		
(1) Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-1730 Mon-Sat)
(1) Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5 243.0 2578	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7 243.0 3198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-2300 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1) Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1) Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (NSACS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.3,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1) " "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			NEW YORK		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1) Plattsburg INSACS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1) Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-Griffiss AFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1) Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
			NORTH CAROLINA		
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
" Hendersonville	C(g)		263;121.1 243.0 257.8	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1) Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1) Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	78 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2;317	(3),#,255.4	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Akron Arpt	UHF/DF		305.4,255.4 other freq on req		
"	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2, 255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C	227	121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5,126.5, 121.5,126.18,257.8,243,269, 291.5,307	(2),#-257.8/	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,255.4,284.6	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown *	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4	(2),#	
" "	VHF/DF			100-156	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),# ,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		INSACS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia INSACS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1)Pottstown	BVOR	PTW	110.8		INSACS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester INSACS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 [illegible] 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7 [illegible] 257.8		DME
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - --- See Tri-City					
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 340.6,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2 #		
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4	(3)	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.6		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5,243.0,126.18, 119.5,257.8,307.2,312.6,290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake INSACS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,319.2,338.2,324.7	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18, 257.8,	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2, 255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 243.0		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
SanAngelo Mathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradwind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville INSACS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[illegible]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8,243.0,250.4,305.4	(2),#	
"	Center		120.3,301.4,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,265.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola INSACS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville	BVOR	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,3014,118.9,243.0,307.9,319.2,324.7,343.6	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 2578,119.9,243.0,2 71.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,1207,121.5,126.18,257.8,383.8,243.0	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(30 Oct 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 275.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7, 255.4,285.4,305.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger INSACS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 255.4,243.0	(3)	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..- -.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

✓ INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

IFR COMPULSORY REPORTING POINTS: In the near future, a new symbol will be used on Coast and Geodetic Survey Radio Facility Charts to indicate those compulsory reporting points over which reports need not be made by aircraft operating above 15,200 feet. Approximately 200 of the existing compulsory reporting points will be converted to this class as the various charts are revised.

Compulsory reporting points for all aircraft, regardless of altitude, will continue to be depicted as a solid triangle. Subscribers to these charts will be furnished a new legend sheet prior to distribution of charts containing the new symbol.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

(30 Oct 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200. 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

✓ NEW YORK ARTC PREFERENTIAL ROUTING BULLETIN: Effective November 6, 1956, preferential routes listed on page 4 from Washington, D.C. to New York are revised as follows: To Newark - no change. To Idlewild - Route 1. Riverdale, Baltimore LF Red 45 V140 Woodstown V123, V166 Colts Neck direct Red Bank direct Scotland, Route 2 - No change to LaGuardia - Riverdale Baltimore LF Red 45 V140 Woodstown V123.

✓ ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

✓ NAVAL AIR MANEUVERS: U. S. Navy conducting extensive air maneuvers surface to 40,000', 301900Z October to 151200Z November in the following areas:

A. Area bounded by 32-00N, 78-00W to 35-00N, 75-00W to 32-00N, 72-20W to 29-00N, 75-00W to 32-00N, 78-00W. Ending this area Oct 300300Z.

B. Area bounded by 29-30N to 35-00N from 74-00W Westward to coast of U.S. 30 October 1300Z to 2200Z. 5 Nov 1300Z to 2200Z. 31 Oct and Nov. 1, 2, 3, 6, 7, 8, 9 from 1000Z to 2200Z.

C. Area bounded by 30-00N, 79-00W to 30-00N, 74-00W to 35-00N, 75-00W to 30-00N, 79-00W less Warning Area 122. 30, 31 Oct and Nov 1, 2, 3, 6, 7, 8, 9. 2200Z for a six hour period until 0400Z the following day.

D. Area bounded by 30-00N, 77-00W to 32-12N, 77-00W to 35-00N, 73-00W to 37-00N, 73-00W to 37-00N, 68-00W to 32-00N, 68-00W to 30-00N, 77-00W. Nov 12 0500Z to Nov 15 1200Z.

U.S. Navy will have blanket approval to operate in the entire area/s. Except when non-participating aircraft are in transit CAA will issue routine IFR clearances to all transiting flights and Navy will avoid those areas and altitudes occupied by the non-participating aircraft. Navy will have flight plans on all non-participating aircraft, will monitor enroute air-ground frequencies and will provide a minimum of ten (10) miles radar separation between maneuver and non-participating aircraft when lateral separation necessary.

SPECIAL MILITARY EXERCISE: Effective October 25 - November 14, 1956, SAC will conduct special low level missions with jet acft operating between 350-500 knots. Low level - 500 ft above terrain - route direct between Offutt AFB and Bemidji, Minn. Arpt. Acft will execute pull-up over Bemidji Arpt climbing to high altitude on direct course to Grand Island LFR. Additional low level operations will begin when crossing 39-45N on direct route Grand Island-Camp Phillips Bomb Range - adjacent to Smoky Hill AFB- thence to Camp Phillips Bomb Range, thence to a point near Clay Center, Kansas where direct route between Camp Phillips Bomb Range and Offutt AFB crosses the Republican River. Climb will be started to high altitude when crossing the river. All low level operations will be conducted in accordance with VFR. Aircraft will arrive over Bemidji Airport in elements of two at ten-minute intervals during period 0945-1315C on the following dates: Oct 25, 30; Nov. 2, 7 and 14. If unfavorable weather exists on any of the primary dates, mission for that day will be postponed in increments of 24 hours until flown. Aircraft will approach Bemidji Arpt. from S to N crossing intersection of runways at 500 ft. before starting pull-up. An observer team will be stationed at Bemidji Airport with UHF facilities for direct communication with participating aircraft and will notify them when approaching from S of any other aircraft in vicinity of airport during low-level pass. All aircraft are warned to avoid use of area within 5-mile radius of Bemidji Airport during scheduled dates of this mission. All aircraft also requested to be alert on all other segments of the subject mission.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

OWD	Norwood, Mass., Memorial Arpt (Change from NWD)
XMD	McDougall Intsxn, Alaska (Assignment)

New type location identifiers consisting of a single figure and two letters will soon come into use. The figure indicates the CAA Regional area, except that the figure 7 will be used to indicate First Region area locations.

The Weather Bureau will use one group for identifying certain local storm reports from ADC or other radar sites. Similar identifiers will also be used to identify certain reporting points, some intersections and certain airports.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route altitudes are authorized as follows, effective November 15, 1956:

V-100 and V-116, LeRoy Intsxn to Jackson Intsxn, Mich. MEA 5200 ft, MRA at LeRoy Intsxn 2500 ft, MOCA 2300 ft; Jackson Intsxn to Salem, Mich. VOR MEA 2400 ft; LeRoy Intsxn to Jackson Intsxn MEA 2500 ft utilizing Jackson LF/RBN.

✓ ON-REQUEST REPORTING POINTS: The following on request reporting points are changed and shall become effective immediately:

(1) CAMPBELLTON LF and VHF INTSXNS in Atlanta, Georgia area are renamed: "CHATTAHOOCHEE INTSXNS".

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated or redesignated and shall become effective November 15, 1956:

DESIGNATE:

(1) HADLEY (VHF) INTSXN - the intsxn of the 315°T radial of the Colts Neck, N. J. VOR and the SW course of the Newark, N. J. LFR.

(2) LONG BEACH, N. Y. (VHF) INTSXN - the intsxn of the SW course of the Mitchel, N. Y. LFR and the 141°T radial of the Idlewild, N. Y. VOR.

REDESIGNATE:

(1) LONG BEACH, N. Y. (LF) INTSXN - the intsxn of the SW course of the Mitchel, N. Y. LFR and the SE course of the Idlewild, N. Y. LFR and the 141°T radial of the Idlewild, N. Y. VOR.

(2) WALLING, N. J. (VHF) INTSXN - the intsxn of the 236°T radial of the Idlewild, N. Y. VOR and the 012°T radial of the Colts Neck, N. J. VOR and the SW course of the LaGuardia, N. Y. ILS lclzr.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated, redesignated or cancelled and shall become effective November 15, 1956:

DESIGNATE:

(1) HADLEY, N. J. (VHF) INTSXN - direction of holding - SW on SW course Newark, N. J. LFR; direction of turns - LEFT; time - one minute.

(2) LONG BEACH, N. Y. (VHF) INTSXN - direction of holding - SW on SW course of Mitchel, N. Y. LFR; direction of turns - RIGHT; time - one minute.

(3) WALLING, N. J. (VHF) INTSXN - direction of holding - SW on 236°T radial of the Idlewild, N. Y. VOR; direction of turns - RIGHT; time - one minute.

REDESIGNATE:

(1) NEW BRUNSWICK, N. J. (LF) INTSXN - direction of holding - W on E course of the Allentown, Pa. LFR; direction of turns - RIGHT; time - one minute.

(2) NEW BRUNSWICK, N. J. (LF) INTSXN - direction of holding - SW on SW course of the Newark, N. J. LFR; direction of turns - RIGHT; time - one minute.

CANCEL:

(1) NEWARK, N. J. (ILS/LOM) - direction of holding - SW on SW course of the Newark, N. J. ILS lclzr; direction of turns - LEFT; time - one minute.

✓ COMPULSORY REPORTING POINTS FOR AIRCRAFT OPERATING BELOW 15, 200 FEET MSL: Effective November 15, 1956, the following existing reporting points should be depicted compulsory only for aircraft operating below 15, 200 feet MSL:

(1) Grants, New Mexico omnirange station
(2) Santa Fe, New Mexico omnirange station
(3) Otto, New Mexico omnirange station
(4) San Francisco, Calif. omnirange station
(5) Richmond Intsxn (VHF) - intsxn of the Oakland, Calif. omnirng 330°T and the Sacramento, Calif. omnirng 233°T radials.
(6) Evergreen, Calif. radio beacon

✓ NEWARK INSACS CHANGES: Effective 1600EST Nov 5, all functions and services of the Newark, N. J. INSACS will be transferred to and consolidated with the New York INSACS, CAA Operations Building New York International Airport, Jamaica, New York. Voice broadcast, monitoring and control of the Newark LF radio range will be performed by New York Radio, Idlewild. One-stop briefing service with private line flight plan telephone to Idlewild will be available at the Newark Airport weather station briefing counter for pilots. In addition the present Newark INSACS business telephone MArket 2-0121 will be provided with direct Idlewild extension for flight plan filing in Newark and the surrounding area.

✓ NEW YORK OFACS CHANGES: Effective November 1, 1956, all facilities and services of the New York Overseas/Foreign Aeronautical Communications Station (Voice Call New York Overseas Radio, Radio Call WSY) and the New York International Notam Office will be relocated from LaGuardia Field (KLGA) to the CAA Operations Building, New York International Airport (KIDL), Jamaica, New York. Telephone service as follows: Administrative OLympia 6-5580, Operations OLympia 6-5371, Idlewild Airport interphone 719. All air-ground radiotelegraph and radiotelephone frequencies remain as published. All aeronautical fixed telecommunications network circuits and domestic tributaries will be terminated in a semi-automatic message relay center and services performed as heretofore. Some circuits and services except telephone will be subject to brief interruptions immediately prior to and following cut over.

✓ CIVIL AIRWAY AND CONTROL AREA EXTENSION AMENDMENTS: Effective November 1, 1956, the following civil airway and control area extension are amended in whole or in part as follows:

CIVIL AIRWAY:

(1) VOR civil airway No. 137 (Thermal, Calif. to Salinas, Calif.), is amended by changing the portion which reads: "point of intsxn of the Bakersfield, Calif., omnirng 210°T and the Coalinga omnirng 153°T radials;" to read: "point of intsxn of the Bakersfield, Calif., omnirng 210°T and the Coalinga omnirng 152°T radials;"

CONTROL AREA EXTENSION:

(1) (Eniwetok Island), is added to read: "All the airspace from 700 feet upwards within a radius of 50 nautical miles of the Eniwetok nondirectional rdo bcn at lat 11-21-00N, long. 162-20-00E."

✓ TEMPORARY CONTROL AREA EXTENSION AND CONTROL ZONE AMENDMENTS: Effective November 5 thru December 31, 1956, the following temporary control area extension and control zone are amended as follows:

CONTROL AREA EXTENSION:

(1) (Canton Island), is added to read: "All of the airspace from 700 feet upwards within a radius of 100 nautical miles centered on the Canton Island nondirectional radio bcn."

CONTROL ZONE:

(1) (Canton Island), is added to read: "That airspace from the surface upwards within a radius of 5 nautical miles centered on Canton Airport, at lat 02-46-10S, long. 171-43-15W.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 26 - Asheville, N.C. Correct CAA telephone number to read: ARden 4901.
(2) Page 27 - Dallas, Tex. Correct CAA telephone number to read: FLeetwood 2-1919.
(3) Page 102 - (Ground) Sidney, Nebr. Add VOR rcvr check point: 069°; intersection of the NW/SE and E/W rnwy Municipal Airport.
(4) Page 106 - (Ground) Pueblo, Colo. Add rcvr check point: Location #1 - 254°, NE end of ramp and center taxi strip to runway 26. Location #2 - 253°; NW end of ramp and center taxi strip to runway 08. Location #3 - 252°; at terminal, center parking space in cross line.

AIRMAN'S GUIDE CORRECTIONS: Vol 11, No. 16 (Oct. 16, 1956) - Page 10 - Under Non-Standard Holding Patterns, (1), (2) and (3) delete word "INTSXN". (30 Oct 1956)

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Grand Canyon	San Diego Local	WAC 364
Grand Junction	San Francisco Local	WAC 404
Mt. Shasta	WAC 136	RC 2214
Sacramento	WAC 362	3073
Los Angeles Local	WAC 363	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Beaumont	10-17-56	San Antonio	10-15-56	WAC 407	10-7-56
Birmingham	10-9-56	Shreveport	10-15-56	WAC 408	10-19-56
El Paso	10-19-56	Atlanta Local	10-15-56	WAC 467	10-15-56
New Orleans	10-15-56	Montgomery Lcl	10-15-56	RC 2212	10-9-56
Oklahoma City	10-19-56			RC 2216	10-9-56

Instrument Flight Charts
released since October 8, 1956

AL 26 RNG	Atlanta Airport	AL 253 ILS-1	Memphis Airport
AL 48 RNG	Billings	AL 253 ILS-2	Memphis Airport
AL 65 RNG-1	Buffalo Airport	AL 305 ILS	Orlando Airport
AL 65 RNG-2	Buffalo Airport	AL 351 ILS	Rochester-Monroe Co. Arpt.
AL 130 RNG	Bowers Field	AL 627 ILS	General Spaatz Field
AL 144 RNG-1	Hector Airport	AL 948 ILS	MacArthur Field
AL 144 RNG-2	Hector Airport	AL 987 ILS-1	Wichita Airport
AL 148 RNG	Fort Bridger Field	AL 987 ILS-2	Wichita Airport
AL 174 RNG	Kent County Airport	AL 48 ADF	Billings Airport
AL 192 RNG	Helena Airport	AL 144 ADF	Hector Airport
AL 203 RNG	Indianapolis (Weir Cook)	AL 174 ADF	Kent County Airport
AL 245 RNG	Truax Field	AL 203 ADF	Indianapolis (Weir Cook)
AL 252 RNG	Melbourne Eau Gallie Arpt.	AL 253 ADF	Memphis Airport
AL 254 RNG	Key Field	AL 254 ADF	Key Field
AL 292 RNG	Lee Bird Field	AL 267 ADF	Bates Field
AL 305 RNG	Orlando Airport	AL 305 ADF	Orlando Airport
AL 815 RNG	Red Bluff Res. Seaplane	AL 547 ADF	Norton AFB
AL 820 RNG	Medina Lake Seaplane	AL 627 ADF	General Spaatz Field
AL 828	High Rock Res. Seaplane	AL 894 ADF-2	Otis AFB
AL 830 RNG	Roosevelt Lake Seaplane	AL 948 ADF	MacArthur Field
AL 832 RNG	Clear Lake Seaplane	AL 987 ADF	Wichita Airport
AL 843 RNG	Lake Greenwood Seaplane	AL 130 VOR	Bowers Field
AL 896 RNG	Houghton County Mem. Arpt.	AL 144 VOR	Hector Airport
AL 26 ILS-1	Atlanta Airport	AL 148 VOR	Fort Bridger Field
AL 51 ILS	Bismarck Airport	AL 192 VOR	Helena Airport
AL 65 ILS-1	Buffalo Airport	AL 203 VOR	Indianapolis (Weir Cook)
AL 65 ILS-2	Buffalo Airport	AL 267 VOR	Bates Field
AL 84 ILS-1	Cleveland-Hopkins Arpt.	AL 292 VOR	Lee Bird Field
AL 144 ILS	Hector Airport	AL 305 VOR	Orlando Airport
AL 174 ILS	Kent County Airport	AL 430 VOR-1	Tucson Airport
AL 203 ILS-1	Indianapolis (Weir Cook)	AL 945 VOR	Waterloo Airport
AL 203 ILS-2	Indianapolis (Weir Cook)	AL 987 VOR	Wichita Airport

RF- 3, 10
RF Terminal Area - Atlanta, Houston
RF - VOR Terminal Area - Dallas-Ft. Worth, Houston, Jacksonville, San Francisco-Oakland.
RF Dates of Latest Prints

NEW CHARTS

AL 540 ADF	Joplin, Missouri	Joplin Airport
RF - VOR Tampa Terminal Area		

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long 86-53-58, about 10 n mi NW Birmingham Mun Arpt. (8-30)
BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
**DOTHAN ARPT: 154'(469.7'MSL) lgtd rdo twr erected 4.0 n mi E (110°T) at lat 31-13-02, long 85-23-32. (10-5)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
HUNTSVILLE-RADIO: VOR radials 005°-030° unusable due to roughness and bends. (5-11)
MONTGOMERY-DANNELLY FLD-TOWER: October 17, ILS glide slope, MM and LMM shut down until approx January 1 - relctn. Lclzr, OM and LOM will remain in opern. FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail. days, easternmost 6000' avail sunset-sunrise to civil acft. Western end mrkd by flags-days, lgts-nights. (5-15)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn not usable beyond 15 n mi acct scalloping and bends. (4-22)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FORT HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until Dec 15, 1956 - artillery firing and drone flying. (9-10)
GILA BEND-SPECIAL NOTICE: Captive balloons anchored on 1500' cables will be flown 1100 Mon thru 1100 Fri on 24 hr basis at Dateland and Gila Bend Aux AFB. Lgtd by one red lgt ngts. Extreme caution advised at low alts near these locations. (8-23)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (8-23)
HASSAYAMPA-SPECIAL NOTICE: Effect Nov 15, 1956, Caution Area (C-422) is rescinded.
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of afterburners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

ARIZONA: TUCSON-RADIO: VOR/DME coverage:360°-050°,35n mi 11,000';050°-060°,22n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12000; 225°-230°, 40 n mi 7000';330°-345°,35 n mi 11,000';345°-360°,25 n mi 11,000'.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'.
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)
ARKANSAS: CLARKSVILLE ARPT: Rnwy lgts temp. inop. (10-9)
EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)
HARRISON ARPT: Fld clsd ngts.
**LITTLE ROCK-ADAMS ARPT: 140' (400' MSL) lgtd rdo twr erected 1.1 n mi SSW (219°T) at lat 34-43-30, long 92-15-00. (8-31)
NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)
PINE BLUFF-GRIDER ARPT: 147'(351'MSL) water tank will be erected 2.9 n mi NNE (30°T) at lat 34-13-17, long 91-54-25. (10-5)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°, 20 n mi 300°-320°, 35 n mi 345°-015° at MEA. (8-20)
BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Nov 1, rcvr 122.5 mc will be replaced with 122.7 mc. (10-12)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DIXON ARPT: Closed. (8-30)
**DOS PALOS-EAGLE ARPT: Runway lgts discontd. (10-15)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FAIRFIELD-SUISUN ARPT: Unattended - no fuel available. (8-30)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi a 11,000'; 280°-320°, 26 n mi at 11,000'. About Nov 10, VOR will be shut down until approx Dec 10. During that period, the following arwys will not be usable: V-107 LAX-MARICOPA Int; V-209 LAX-Int FIM 296° SBA 013°; V-12 SBA-Saugus Int. (10-15)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down - until approx. Feb 1, 1957 - relctn. (10-8) FLD:Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip. both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11, large equip. working in rnwy extension area. (7-5)
**FRESNO-SIERRA SKY PARK ARPT: Attended 24 hr., 80/87 oct fuel, flares prior request.
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
KLAMATH-McBETH ARPT: Closed (6-13)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000';040-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18)
LONG BEACH ARPT: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and tk-offs. Rnwy 12 clsd. (6-27) About Nov 16, neon apch lgt lane will be decmsnd. Three SE neon lgts scheduled for Oct 12 decmsnd will continue operg until Nov 16.

CALIFORNIA: LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (7-16) Soon VOR will be shut down until approx Nov 22. During this period the following arwys will not be usable: V-23 Long Beach-White Oaks Int; V-16 Ontario-Los Angeles; V-107, 209 Fillmore-Los Angeles; V-201 Corbina Int-Berry Int; V-210 Daggett-Los Angeles. (10-19)
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx.4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shore line. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Effec Nov 5, hi-intensity appch lgts rnwy 25 L will be converted from slope line sys to centerline sys configuration A. No interruption to service xcpt green threshold lgts of slope line sys intermittently inop durg conversion. (10-17)
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.
NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.
OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within thie area.
OCEANSIDE-RADIO: Oct 15, VOR flgt-checked, opern normal. VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on on ANG ramp and taxiway leading to ANG hangar area. (7-16)
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

[redacted]: **PETALUMA-SKY RANCH ARPT: Unicom. (10-11)
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'.(6-30)
**RINCON-LAZY H SKY RANCH ARPT: Closed to public n avail. only on written permission of owner. (10-20)
**SACRAMENTO ARPT: 553' (574'MSL) antenna twr erected 4.4 n mi N (008°T) at lat 38-35-16, long. 121-29-22. (7-6) Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather.
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
**SAN BERNARDINO ARPT: Only one rnwy avail - (11-29) 4600' unpaved. (10-10)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)
SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Grancisco Tower, freq 119.1 mc.(7-25)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°.(11-15)
SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt. Land at own risk.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail. only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)
STOCKTON FLD: Rnwy 16-34 clsd. All taxiways xcpt taxiway A clsd. Excavation with hvy equip in progress in all clsd areas-mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
TULARE ARPT: Closed - reconstruction. (5-18)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
[redacted]: AKRON-RADIO: Oct 9, VOR shut down until approx Nov 1. During shutdown the following arwys are not usable for IFR opern; V-8S Akron - Bennett Int; V-220 Akron - Longmont. Temp minimum en route alt on following arwys will be: V-8 Denver VOR to Akron Int. MEA 9000'; Akron int. to Imperial VOR MEA 7000'. V-132 Cheyenne VOR to Akron Int. MEA 11,000'; Akron Int. to Goodland VOR MEA 9000'.. (Akron Int. is being estab as the int. of the Denver VOR 062° M radial and the Thruman VOR 348° M radial.) (10-9)
COLORADO SPRINGS-RADIO: About Oct 30, H fac will be changed from 239kc to 407kc.
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive intrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
**STRATTON ARPT: Abandoned. (10-2)
[redacted]: BRIDGEPORT-RADIO: Z marker very weak. (10-13)
HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used [redacted]: for taxiing only. (7-23)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
[redacted]: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings.
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.
WILMINTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inop. (8018) About Nov 9, rcvr 122.5 mc will be replaced with 122.7 mc. (10-16) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 348.6 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: About Nov 9, rcvr 122.5 mc will be replaced with 122.7 mc. (10-16) FLD: Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (e) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20)
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BREWSTER-SPECIAL NOTICE: 200' (346'MSL) lgtd steel stack being erected 1.3 n mi E.
CLEWISTON-AIRGLADES STATE ARPT: Unattended - no lgts or services. Unicom discontd. (10-10)
COCOA ARPT: N/S rnwy closed. E/W rnwy under const. Fill operns on E end.Caution.
DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. Mra 3500'.(1-28) Due to temp shutdown, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.
**DE LAND ARPT: 203' lgtd twr erected 4.0 n mi S (186°T) at lat 29-00-00, long. 81-17-29.
**FORT MYERS-PAGE ARPT: 248'(257'MSL) lgtd rdo twr erected 4.0 n mi N(14°T) at lat 26-38-42, long. 81-52-10. (10-2)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-ILESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operns. (8-13)
KEY WEST-INTN'L ARPT: Caution new fld under const. No ngt operns. Const equip. on & about rnwys. Rnwys 3-21 and 11-29 perm clsd;rnwy 16-34 clsd; rnwy 8-26 temp open. Large or fast acft taking-off from rnwy 8 will proceed straight out & pass S & E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier oprns authorized for Lockheed 18, DC-3 & C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft.
MARIANA-GRAHAM AIR BASE. AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.
MIAMI-RADIO: About Jan 10, N course LFR will be realigned from 160° to 136°. (10-17)
MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights. (30 Oct 1956)

FLORIDA: MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Concrete area immediately E of rnwy 18 NW portion arpt clsd for taxiing.

**PANAMA CITY-FANNIN FLD: 'Caution - soft shoulders. Men and equip adj rnwys. Use rnwys only. Fld lgts operd sunset-sunrise. Fld unattended 2300-0600C. (10-8)

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs, Mon-Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

**PORT ST JOE-SPECIAL NOTICE: 178' (188' MSL) lgtd rdo twr erected 0.85 n mi SE at lat 29-47-23, long. 85-17-14. (8-27)

**ST AUGUSTINE-FAIRCHILD-ST AUGUSTINE ARPT: Rnwy 16-34 clsd - mrkd as ramp and taxiway. (9-10)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MARBY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7) Lgtd steam generating plant being erected 22.6 n mi SSE at lat 30-05, long. 84-10. (8-27)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

VERO BEACH-HIBISCUS AIR PARK: Clsd - const. (10-20)

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Tuner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE: Effective 20 Sept, Form 511.1 dated Nov 12, 1954, Missed Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand feet and proceed on SW course ATL LFR within 20 miles."

ATLANTA-SPECIAL NOTICE - RADIO: ARTC accepting IFR tfc which is equipped with UHF rdofreq only with destination Atlanta Mun arpt. (2-26) Center advised high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Weather and other information not pertinent to tfc control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° unusable acct bends and roughness. (4-19)

ATLANTA ARPT: Acft arriving arpt make initial contact with Atlanta apch ctl on 120.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwy 33R-15L clsd. (4-21) Rnwy 27R-9L open days at discretion of control twr for acft 10,000 lbs and under. (11-16)

BRUNSWICK ARPT: Caution - intensive blimp training in vcnty.

BRUNSWICK-McKINNON ARPT-TOWER: Nov 6 - Nov 11, mobile ctl twr will oper 0800-2100. Lctd: SSE side near intsxn rnwys 29 and 26. Trans freq: 278 kc, 118.1, 126.18 and 257.8 mc. Rcvg 3023.5 kc, 118.1, 126.18, 257.8 and 122.5 mc. Voice call: "Brunswick."

**CAMILLA ARPT: 218' (566' MSL) lgtd rdo twr erected 11.0 n mi SE (143°T) at lat 31-04-30, long. 84-07-39. (10-1)

GEORGIA

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29) Oct 23, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long. 85-01-06, 6.2 n mi NW of arpt. (8-20) During shut down VOR, MEA V-56 and V-154 Montgomery to Junction City Int 4400'. Hamilton Int redesignated 198° radial of Atlanta and 271° radial of Macon MEA 4400'. MRA V-134 Hamilton Int to Atlanta 4400'. V-56N and V-154N Montgomery, Ala to Columbus, Ga and V-134 Shady Grove to Columbus unusable. Marvyn Int and Madras VOR Int unusable. Kent Int unusable, Shady Grove Int redesignated 058° radial of Evergreen VOR and 120° radial of Montgomery VOR, MEA 4200', V-134 Evergreen VOR to Shady Grove 4200'. (10-23)

COLUMBUS ARPT: E/W rnwy clsd - const. (8-14)

**COLUMBUS-MUSCOGEE COUNTY ARPT: Caution - unlgtd trees in apch area to rnwy 5. Approx 1000' of rnwy unusable. (10-22)

LA GRANGE-RADIO: Oct 23, VOR shut down - relctn. About Dec 15 will be recmsnd at lat 33-02-54, long. 85-12-24, 7 n mi NW of La Grange arpt. Deatsville VOR Int, Madras VOR Int, Roppville Int, Temple Int, unusable. V-20 Atlanta to Montgomery MEA 4000'. Concord Int temp designated as Atlanta 172° and Macon 305° radials at arwy alt. (10-24)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

**ROME-RUSSELL ARPT: 168' (783' MSL) lgtd rdo twr erected 6.9 n mi SSE (159°T) at lat 34-15-23, long. 85-07-30. (10-5)

ROYSTON-RADIO: October 29, VOR/DME flight-checked and recommissioned on airway radials only.

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360°-110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

**BOISE AIR TERMINAL: Rnwy 16-34 closed permanently. (10-18)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: Oct 23, VOR shut down until approx Nov 23. During shut down, the following arwys are not usable for IFR: V-48 Burley - Glenns Ferry Int. (During this period Glenns Ferry Int is described as Int of Burley 274° M and Mountain Home TVOR 077° M). (10-22)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48, 90-00; lat 38-57, 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: H fac usable dist 20-25 s mi. Sept 17, VOR/DME shut down until approximately Nov 9, modernization. (10-25)

**CARBONDALE-MURDALE ARPT: NE/SW rnwy hard-surfaced 3600 x 100 ft. (9-10)

CHAMPAIGN ARPT: 20' poles erected approx 150' N and adj to E/W rnwy. (9-5)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Stn. (1-31)

CHICAGO-RADIO: Multiples on NW course LF rng. About Oct 29, LFR will be shut down until approx Nov 19. (10-9)

CHICAGO-ELMHURST ARPT: (formerly carried as Elmhurst, Ill.) Effect Dec 31, 1956, fld will be clsd. (4-2)

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when apchg bach course ILS lclzr from the E. Back course has lgt to moderate bends. TVOR unreliable due to course roughness beyond 20 mi all azimuths, beyond 9 mi. 360°-015°, 190°-200°, 160°-170°, not usable 040°-050°. °(8-24) FLD: Single eng transient acft will not be allowed dock space at the N term bldg, must use facs of S term bldg. Due non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp & in vcnty of both term bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)

ILLINOIS: CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14L-32R clsd daylgt hrs-const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3mc or 348.6mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr.

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL.

DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on field.

**DECATUR-DECATUR AVIATION CO.: Delete from records.

DIXON ARPT: Under-const-open trenches along runway. Lgtg under construction.

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

EFFINGHAM COUNTY MEM'L ARPT: Construction on E/W rnwy.

GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended daylgt working hours. Land at own risk.

GILMAN ARPT: Closed.

**HARVARD-DACY ARPT: 251'(1268'MSL) lgtd rdo twr erected 7.5 n mi WNW(296°T) at lat 42-28-57, long. 88-47-28.

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13.

**KANKAKEE ARPT: 288'(903'MSL) lgtd rdo twr erected 8.9 n mi W(283°T) at lat 41-07-20, long 88-07-32.

KEWANEE ARPT: Men and equip. on fld intermittently - caution.

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123' not marked or lighted.

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Marked flags at ends.

**MOMENCE ARPT: Reinstated. Type: P. Lat: 41-09; Long 87-43. Lctn 3.5 W. Elev: 645'. No. of rnwys: 2. Lngst rnwy & facs: 25-S5. Fuel 2. Remarks: NW/NE, SW blkd.

NAPERVILLE-SPECIAL NOTICE: Caution - intermittent drop testing up to 2000' on weekdays, 0900-1700, at or near lat 41-42 and long 88-08, about 5.5 mi S of Naperville or 5 miles SSW Naperville VOR on 189° radial.

OAKLAWN-HARLEM ARPT: Reported abandoned.

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route altitude.

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route altitude.

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route altitude.

PONTIAC-RADIO: September 4, VOR shut down until approx November 4 - modernization.

**QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity rnwy lgt system cmsnd on rnwy 3-21.

**ROCHELLE ARPT: Closed. 238'(1230'MSL) lgtd rdo twr erected 8.7 n mi ESE(121°T) at lat 41-50-44, long. 88-55-26.

ROCKFORD-RADIO: Oct. 15, LFR shut down.

**ROCKFORD-GREATER ROCKFORD ARPT: 201'(1081'MSL) lgtd rdo twr erected 4.2 n mi WNW(304°T) at lat 42-15-00, long 98-11-35. Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equipment crossing runway - days.

**SAN JOSE, BCN SITE 12, STL-CHI: Bcn site perm discontd. (Incorrectly carried in Airman's Guide, Vol 11, No. 16 as Site 32, LAX-SFO.)

SPRINGFIELD-RADIO: About Nov 13, VOR will be shut down until approx Feb. 7, 1957-modernization.

SPRINGFIELD-CAPITAL ARPT-TOWER: About Nov 13, twr freq will be changed to 329kc. FLD: Men and farming, mowing equipment on field-days.

**STREATOR ARPT: 326'(1021'MSL) lgtd rdo twr erected 9.9 n mi NE (62°T) at lat 41-13-50, long. 87-37-33.

WHEELING-RADIO: About Nov 15, VOR will be cmsnd at lat 42-11-23, long. 87-56-23. Freq. 116.2mc. Ident: EEL. Monitor. category(1). Ctl from Chicago INSACS. Class: BVOR:

ILLINOIS: **WILLIAMSON-W.L.S. ARPT: Permanently closed.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'.

FORT WAYNE-RADIO: August 7, VOR shut down until approx November 20.

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction.

GREENSBURG ARPT: Use E half N/S rnwy only.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7mc, ident: IEX. Weir Cook VORW freq 112.3mc, Ident: IAX. TVOR freq 111.4mc, ident: IDX, with voice ident. Lclzr freq 109.1mc (without voice), ident: IBX. Glide slope freq 335.0mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9mc testing intermittently. About Nov 1, VOR/DME will be shut down until approximately December 1 - modernization.

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about two months at different location.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278kc: Trans & rcvs 118.3, 121.5, 121.9, 126.18, 236.6, 243.0 mc. Rcvs 122.5mc, 3023.5 kc. Hours opern: 0600-2200.

TILDEN-RADIO: See Indianapolis, Indiana.

**VALPARAISO-PORTER COUNTY ARPT: 353'(1025'MSL) lgtd rdo twr erected 9.1 n mi S (184°T) at lat 41-18-16, long. 87-01-30.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat-40-45-35; E long. 91-11-04; W long. 91-14-37.

CEDAR RAPIDS-RADIO: VOR operg. experimentally. Freq 115.8 mc. Voice ident. only.

**CLINTON MUN ARPT: Two 253'(1036'MSL) lgtd rdo twrs erected 6.9 n mi NE(46°T) at lat 41-54-32, long. 90-13-16.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

IOWA CITY-RADIO: Oct 29, VOR shut down until approximately December 29.

MASON CITY-RADIO: September 4, VOR shut down until approximately November 1.

**MILFORD-FULLER ARPT: Reinstated. Type: L. Lctn: 0.7 mi NNW. Lat 43-20; long. 95-10. Elev: 1440'. No of rnwys: 2. Lngst rnwy & facs: 36. Remarks: S.W blkd. P-line E.

OSKALOOSA ARPT: NE/SW rnwy clsd indefinitely. NW/SE rnwy now 120 feet wide.

SIOUX CITY-RADIO: September 24, VOR/DME shut down.

IOWA: SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. All rnwys under const. Men, equip. on rnwys, taxiways and ramp all hrs - check latest NOTAMS for rnwy closures. (6-29)

**SPIRIT LAKE MUN ARPT: (New fld)-Type: L. Lat: 43-24; long 95-06. Lctn: 1.0 mi S. Elev: 1405. No. of rnways: 1. Lngst rnwy & facs: 15. Fuel: F1. Rems: Ruf-rolling.

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (16-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: SPECIAL NOTICE: Army exercise Red Arrow in the Ft. Riley, Kansas, area durg period 17 Nov-6 Dec. It is planned that tactical clearance will be used by acft durg all VFR flights in support of this exercise. A total of 150 troop carrier sorties and 30 fighter-bomber sorties will be flown in this area durg the 17-19 Nov period. From 20 Nov to 7 Dec approx 20 fighter or reconnaissance sorties per day will be flown. Acft will stage from the following bases in support of the exercise durg the time period indicated: (A) Smokey Hill-15 C-124 17-19 Nov; 12 F-100, 3 RF-84, and 3 RB-66 17 Nov thru 7 Dec. (B) Lincoln AFB, Grandview AFB, Olathe NAS and Hutchinson NAS will each support 8 C-123 or C-119 acft durg the 17-19 Nov period. Present plans call for C-124 to transport Army troops and equipment from Smoky Hill to transload base listed above. Troops and equipment will be reloaded into medium troop carrier acft and flown to the Ft. Riley reservation where landings will be made on prepared strips. Three sorties per day are planned for each troop carrier acft. The fighter acft will provide a min of 10 close support missions per day in the Ft. Riley area using Smoky Hill as a departure and recovery base. All acft requested to be alert durg scheduled dates of this mission.

ANTHONY-RADIO: October 1, VOR shut down until approx November 30 - modernization.

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

**EL DORADO ARPT: 300'(1737'MSL) lighted tower erected 3.9 n mi NW (315°T) at lat 37-49-58, long 96-52-56. (10-9)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

GARDEN CITY-RADIO: Radial 125° has course roughness and bends of 2.5°. (3-28) October 29, VOR shut down until approx Dec 29. (10-26)

**GREAT BEND MUN ARPT: 300' (2160'MSL) lgtd rdo twr erected 6.5 n mi ENE (68°T) at lat 38-22-27, long 98-45-42. (10-1) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

**GREELEY, SITE 15, TUL-MKC: Bcn site discontinued. (10-18)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo., area bounded on E by long 94-46, on S by lat 39-07, on W by long 94-55, on N by lat 39-15, thence SE along Missouri River to long 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

**LIBERAL ARPT: 680' (3504' MSL) lgtd TV twr erected 2.2 n mi E (087°T) at lat 37-02-00, long 100-54-35. (6-29)

OSBORNE ARPT: Strip lgts inop.

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long 95-07-15.

RUSSELL-RADIO: About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (9-27)

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**SOUTH HAVEN-MAXTED ARPT: ABANDONED. (9-28)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only.

WICHITA ARPT: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off

KANSAS: lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, extension 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5. or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in thic vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)

LOUISVILLE-BOWMAN FLD-TOWER: About October 29, freq 121.9 ctl mobile gnd tfc will be cmsnd. Class: C(g). (10-11) FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. (9-24) About October 29, freq 121.9 mc will be changed to 121.7 mc for mobile gnd ctl tfc. Class: AC(g.7). (10-11) About Nov 9, rcvr 122.5 will be replaced with 122.7 mc. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: **BATON ROUGE-DOWNTOWN ARPT: 30' poles (lighting system) erected in center Florida Blvd, approx 350' N of N bndry. (7-6)

**BATON ROUGE-RYAN ARPT: 207' (267'MSL) rdo twr erected 5.0 n mi SSW (208°T) at lat 30-28, long 91-12. (7-6) Narrow open ditches both sides rnwy 13-31 outside rnwy lgts.

BOGULUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)

LAKE CHARLES-RADIO: ILS lclzr and glide slope are out of service. (10-26)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La., to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-339°, unusable - severe scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR shut down-relctn. FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT-DOWNTOWN ARPT: Equipment working either side rnwy 14-32. Open ditch 12 ft from edge of rnwy. Mrkd - flares nights - caution. (9-17)

WELSH ARPT: E/W rnwy closed nights. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105'(894'MSL) lgtd rdo twr lctd 5000' SE(135°T) of center of arpt.

KENNEBUNK-RADIO: About October 25, VOR/DME will be shut down until approx Nov 26, - modernization. (10-19)

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

MAINE: **MILLINOCKET ARPT: Lgts on rnwy 11-29 perm inop. Wind indicator unlgtd. Apron usable but caution advised due broken pavement and soft spots. (10-3)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const.
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.
BALTIMORE-MARTIN ARPT: Rnwy 4-22 clsd. Men and equip. on fld. (10-10)
FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp. rescinded.
GRANTSVILLE-RADIO: About Dec 1, VOR will be cmsnd. Freq: 110.4 mc. Ident: GRV. Lctd at lat 39-38-06, long. 79-03-00. Elev: 2665' MSL. Monitoring Category (1). Class: VORW. Monitoring from Morgantown, W. Va. INSAC. (9-25)
**HAGERSTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts.
SALISBURY-DELMARVA ARPT: Clsd to all commerical operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)
**SALISBURY-WICOMICO COUNTY ARPT: 224' MSL lgtd twr erected 4.2 n mi W (283° T) at lat 38-21-39, long. 75-37-00. (10-17)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling State Police Barracks.
BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.
BOSTON-AIR ROUTE TRAFFIC CONTROL CENTER: About Nov. 23, freq 125.3 mc will be decmsnd and 125.2 mc will be cmsnd. (10-29)
BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking.
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron btwn radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L - lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution seagulls on and adj to landing areas. All rnwy widths would be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lighting system rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white light. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. On or about Nov 1, a sequenced flashing lgtg sys will be cmsnd to supplement the existing centerline apch lgtg sys serving rnwy 4R. The sequenced flashing lgtg sys consists of 12 white flashing lgts spaced at approx 100' intervals along the extended rnwy centerline starting from a point 1140' from the end of the rnwy pavement and ending 40' from the end of the rnwy pavement.
CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)
FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vicinity Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
**NANTUCKET MEMORIAL ARPT: 320' lgtd twr erected 6.03 mi WNW. 320' lgtd twr erected 3.2 mi W.
MASSACHUSETTS: REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)
SQUANTUM-RADIO: About Nov. 5, LFR will be shut down until approx Nov. 9. (10-3)
MICHIGAN: **ALPENA-PHELPS-COLLINS ARPT: Formerly carried as Collins Arpt.
**BATTLE CREEK-KELLOG ARPT: 241' (1241' MSL) lgtd twr erected 10.8 n mi N (10° T) at lat 42-29-27, long. 85-11-28. (10-15) Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.
BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end no lgtd. Use 3650' lgtd section; not for ngt operns. (9-28)
BIG BEAVER ARPT: E/W rnwy soft. N/S rnwy - emerg only.
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
COLDWATER-BRANCH COUNTY ARPT: Closed to all operns - const. (9-6)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT-TOWER: Sept. 17, lclzr and glide slope shut down until approx Nov. 10. (10-29) FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. 137' (843' MSL) water tank will be erected 2.1 n mi SSW (220° T) at lat 42-12-15, long. 83-33-15. (10-22)
EAST LANSING-DAVIS ARPT: 1023' MSL TV twr being erected 7.2 n mi SE (140° T) at lat 42-41-14, long. 84-22-35. (9-21)
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft. (4-10)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.
HILLSDALE ARPT: 254' (1446' MSL) lgtd rdo twr being erected 6.2 n mi SSW (217° T) at lat 41-51-33, long. 84-44-57. (9-15)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake, under const. (9-16)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
KEELER-RADIO: About Nov 15, VOR will be cmsnd at lat 42-08-40, long. 86-07-22. Freq: 115.1 mc. Ident: ELX. Monitoring category(1). Ctl from South Bend, Ind INSACS. Class: BVOR. (9-25)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - intereference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Soon,
** lclzr and glide slope will be shut down until approx Nov 17. FLD: 147' (995' MSL) lgtd rdo twr erected 3.0 n mi ESE (134° T) at lat 42-45-15, long. 84-33-00. (10-17) Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. Rnwy 14-32 clsd - construction on fld. Men, equip. on fld. (6-5) Taxiway under const connecting the ramp area to end of rnwy 27. (6-25)
LITCHFIELD-RADIO: Aug 6, VOR/DME shut down until approx Nov. 1 - modernization.
MARQUETTE-COUNTY ARPT: Closed - const. (5-16)
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: About Nov 15, VOR will be shut down until approx Jan 15, 1957
MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

MICHIGAN: PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.
PONTIAC MUN ARPT: Construction W of field.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed.
SAULT STE.MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. Oct 11, ILS glide path and localizer shut down-until approx Dec. 25-relctn of lclzr.
SAULT STE.MARIE ARPT: Bcn and rnwy lgts inop.
WEST BRANCH-GENTRY'S ARPT: Caution-N/S lndg strip under construction-marked.
MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.
**GRAND MARAIS-DEVIL TRACK ARPT: Two 220'(832'MSL) lgtd smoke stacks erected 29.1 n mi SW(227°T) at lat 47-31-48, long. 90-54-48.
GRAND RAPIDS ARPT: ESE/WNW rnwy closed - intsxn with new rnwy ruf.
**MILLE LACS-SPECIAL NOTICE: Effect. immediately, the following described Caution Area (C-512) is estab: bounded on the W by long. 94-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude: 8000' to 25,000' MSL. Activity: Air-to-air camera gunnery training missions using tower aerial target. Time of Use: Sunrise-sunset, VFR wea conditions only. Controlling Agency: 2446th Air Reserve Flying Center, Minneapolis/St. Paul International Airport, Minneapolis, Minnesota.
MINNEAPOLIS-ST. PAUL INTERNATIONAL(WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt.
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - const in progress-rnwy being converted to 60' taxiway. Rnwy 17 closed night landings.
ST. PAUL-HOLMAN FIELD: Blacktop paving work on northside taxiway and ramp adj to Braniff hangar and new taxiway at S end of old N/S rnwy, from 0800C to 1700C daily.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability.
MISSISSIPPI: **CORINTH ARPT: 323'(863'MSL) lgtd rdo twr erected 4.0 n mi ENE(78°T) at lat 34-56-10, long. 88-32-02.
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius. Effective August 24, NE/SW rnwy closed - construction.
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 min pat. in use. Three acft in pat-one over rnwy every four minutes. All tfc left, altitude 1000'.
McCOMB-RADIO: About Oct 29, VOR will be shut down, during this period, the MEA on V-9 between New Orleans-Jackson 4000', V-9W unusable.
MERIDIAN-RADIO: Sept 25, VOR/DME shut down-relctn. About Dec. 13, will be recmsnd at lat 32-22-44, long. 88-48-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3 to 115.4 mc. During shutdown the following temp MEA effect: V-18 Jackson VOR to Tuscaloosa, Ala VOR 5000'; V-18 Jackson VOR to Meridian LFR 2000'; V-18 Meridian LFR to Tuscaloosa VOR 2500'; V-154 Meridian LFR to Safford Intsxn 2000'; V-18S Jackson to Meridian VOR and V-18N Meridian VOR to Tuscaloosa VOR unusable.
MERIDIAN-KEY FLD: First 1500' rnwy 1 closed - very rough - marked.
**YAZOO CITY-BARRIER ARPT: 300'(580'MSL) lgtd twr erected 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24.
MISSOURI: **BRANSON-BIG BASS LODGE ARPT: Formerly carried as Kirbyville-Big Bass Lodge. Lctn: 5 mi ESE. Fuel: F2. Caution when wet.
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy closed.
MISSOURI: JOPLIN ARPT: Rnwys 17-35 closed - repaving.
KANSAS CITY-RADIO: Moderate multiples all courses LFR.
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp & warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp & new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri Rvr 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty.
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri.
**MEXICO-MEMORIAL ARPT: N/S strip W end clsd. N/S strip E end open.
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' & 5 mi between 2500' and 5500' MSL.
**ST. JOSEPH-ROSECRANS MEMORIAL ARPT: 128' lgtd water twr erected 2724' N. E. at lat 94-54, long. 39-46-35.
ST. LOUIS-RADIO: Sept 11, VOR shut down until approximately Nov 1-modernization.
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end runway 30 unlgtd and unmarked. Shoulders soft. Caution. Runways approaches rough and unusable. Grass area closed. Temporary building 50' high located N end of field approximately 200' E of taxi strip 34, 600' N of taxi strip 7.
SEDALIA MEMORIAL ARPT: Beacon inoperative. Use hard surface NE/SW runway only.
SPRINGFIELD-DOWNTOWN ARPT: NW/SE runway being extended. Aircraft approaching from SE extend touchdown NW of yellow boundary markers.
MONTANA: BILLINGS ARPT-TOWER: ILS localizer and glide slope shut down - relocation.
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
BUTTE ARPT: 200'(8250'MSL) unlighted antenna erected 3.1 nautical miles NE (46°T) at latitude 46-00-27, longitude 112-26-30.
DILLON-RADIO: VOR radial 146° usable to 39 n miles.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 nautical miles; 55°-70°, 26 nautical miles; 70°-110°, 35 nautical miles at 9000'; 110°-150°, 17 nautical miles; 150°-260°, 26 nautical miles at 10,000'; 260°-290°, 17 nautical miles at 9000'; 290°-320°, 26 nautical miles at 10,000'.
HELENA-RADIO: VOR flight-checked for en route airways use only at minimum instrument altitudes. Westerly radials serving Victor 2 Airway have limited usable distance in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flight-checked for en route airways use only at minimum instrument altitudes.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'.
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwys 25 and 29 clsd to acft over 20,000 lbs gross wt.
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (30 Oct 1956)
ST. IGNATIUS ARPT: Runway lights inoperative.

MONTANA: WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°; 26 n mi at 11,500' 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.

NEBRASKA: AINWSORTH ARPT: NE/SW taxi strip closed.(3-2)

LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (9-26)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

**OMAHA-CLEARRIDGE ARPT: 464' (1727'MSL) lgtd rdo twr erected 1.5 n mi (96°T) at lat 41-19-00, long 95-59-52. (9-13)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a 3000' radius to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: S 600' N/S rnwy clsd - const. Occasional blasting operns rock quarry S edge of arpt. (9-9)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125' 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°; 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Oct 1, VOR shut down until approx Dec 1 - modernization. During this period, following arwys will not be usable. V-6 BAM-LWL: V-32 N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239°-MEA 13,000'. (10-11)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel.Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

**LEBANON ARPT: Two unlgtd 100' TV twrs erected on 1720' level of Mt. Cube 5.0 n mi NE (64°T) at lat 72-11-10, long 43-39-50. (10-5)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY: SPECIAL NOTICE: IFR acft en route to Newark, Teterboro, Morristown, or Linden arpts experiencing two-way rdo cmctns failure whose clearance limit is the airport or the New Brunswick intsxn are to descend to 2000 feet in the New Brunswick holding pat prior to commencing an instrument apch. All alts of 5000' and higher at the Newark low frequency range station are reserved for acft inbound to LaGuardia arpt.

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

LAKEHURST NAS-RADIO: Navy LF rng and homing fac inop. (10-11)

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 days and ngt. (8-20)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiple three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Nov 9, rcvr 122.5 mc will be replaced with 122.7 mc.(10-15) About Nov 13, PAR and ASR-3 will be shut down until approx Nov 27. (10-29) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) 80' pile driver 300' E of W end rnwy 11-29 and 800' N of centerline rnwy 11-29; marked days, lgtd nights. (9-25)

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip.on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lcjd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. (8-15)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx Jan.2,1957. FLD: Acft using rnwy 24 on take-off continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only,due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. (7-120

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept.15,1957,captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45 W. (9-13)

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational on W end of rnwy 08-26 upon request. Landings will not be made in overrun area and taxiing across barrier will be held to a minimum. (10-19)

AZTEC ARPT: N/S rnwy clsd - const. (9-19)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**DEMING ARPT: Ctl twr discontd. Mil refueling discontd. Rnwy lgts inop. Rnwys 26L-8R & 17-35 clsd to all tfc. Arpt open to civ. tfc. 80/87 octane fuel avail. (10-23)

FARMINGTON ARPT: Rnwy 6-24 rur at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)

NEW MEXICO: GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
**LOVINGTON-LEA COUNTY ARPT: NE/SW rnwy paved 4000'. (10-15)
OTTO-RADIO: VOR radials usable 26 n mi.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
SANTA FE (NEW) MUN ARPT: Lighting avail rnwy 10-28 only. (10-29)
ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon thru Sat only.
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. FLD: Const equip. and men adj to and on W ramp daily durg hangar const program. (10-4)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
CALVERTON-PECONIC RIVER ARPT: Hr of opern 0800-2400-E, Mon thru Sat only.(10-25)
ELMIRA-RADIO: VOR has roughness in all quads.
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
GLOVERSVILLE-GLOVE CITY ARPT: Abandoned. (7-18)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
**ISLIP-MacARTHUR ARPT: Two 185' lighted rdo twrs erected 6 n mi E.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE - IFR Acft enroute to Idlewild Arpt, Mitchel AFB or Floyd Bennet NAS experiencing two-way rdo cmctns failure whose clearance limit is the arpt, Scotland or Long Beach intsxns are to descend to 1500' in the Scotland or Long Beach holding pat prior to commencing an instr apch. All altitudes of 4000' and higher at the Idlewild low frequency range stn are reserved for acft inbound to LaGuardia Arpt. Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchell AFB.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or about 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.
NEW YORK-INTNL (IDLEWILD) ARPT-TOWER: About Nov. 13, ASR-3 will be shut down until approx Nov. 17 - modification. (10-29) FLD:Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter-type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt. Manager. Caution - used paved surfaces only. Rnwy 1L-19R or 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, a avail taxiing only. (4-2). Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intersection with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt boundary - mrkd. New exten. taxiway temp LL from rnwy 13L-31R to taxiway E open for full operation. Mrkd by delineators. Follow centerline all taxiways (10-23). Taxiway D open between CC and rnwy 13L-31R (9-21). Exten. of taxiway CC connecting taxi J and U opened (9-24) Relocated taxi CC between A and Z opened (10-21). Taxi O between taxi X and W opened (10-22). New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline
NEW-YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential sys in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd.-flags days, lgtd ngts. Equip. parked 250 ft from centerline of rnwys when not in use. (9-28)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)
**NEW YORK - WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700';310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
**ROCHESTER-MONROE CO. ARPT: Four rdo twrs, 263'(785'MSL) erected 5.5 n mi ESE (118°T) at lat 43-05-54, long 77-35-00. (8-29) Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr.
ROCKDALE-RADIO: Oct 2, mobile test VOR placed in opern at lat 42-27-58, long. 75-14-22. Freq: 112.7 mc. (10-2)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet interceptor acft using left hand pat at 1878'MSL.
SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider ad soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh. (30 Oct 1956)

NORTH CAROLINA: SPECIAL NOTICE: Effect. Nov 15, 1956, North Carolina Warning Area (W-72) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va.; COMAIRLANT, NAS, Norfolk, Va. and CG TACAIRCMD, Langley AFB Va.

CHARLOTTE-DOUGLAS ARPT: Rnwy 5-23 clsd - const. (10-11)

ELIZABETH CITY-RADIO: About Nov 30, VOR/DME will be shut down until approx Mar 15, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (10-26)

FT BRAGG-POPE AFB-RADIO: USAF LFR to be used for homing only. (8-15)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° not usable acct excessive roughness and bends. (8-4)

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope shut down - relctn. Glide slope flyable to 20' above rnwy. No touchdown point. (7-17)

HICKORY-RADIO: Visual courses unusable within 9 n mi of stn acct scalloping and bends. About Nov 19, VAR will be decmsnd. About Mar 1, 1957, VOR will cmsnd at lat 35-52-19, long. 81-14-19. (9-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mile radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv Air Aviation Corp. 2-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 80°-100°, 125°-145°, 175°-245°, 260°-290° unusable acct excessive roughness and bends. (8-17)

**RALEIGH-DURHAM ARPT: 160' (670' MSL) rdo twr erected 6.9 n mi ENE (75°T) at lat 35-54-29, long. 78-39-43. (10-3) Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

**RALEIGH MUN ARPT: 300' (776' MSL) lgtd rdo twr erected 4.4 n mi NNW (343°T) at lat 35-47-26, long. 78-42-23. (10-2) 1156' (1496' MSL) lgtd rdo twr being erected 6.2 n mi ESE (115°T) at lat 35-40-37, long. 78-32-06. (10-5)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)

**WILMINGTON-NEW HANOVER COUNTY ARPT: 150' (178' MSL) lgtd rdo twr erected 1.9 n mi SSW (204°T) at lat 34-15-50, long. 77-55-50. (10-2) Helicopters lndg and tk-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

**WINSTON-SALEM-SMITH REYNOLDS ARPT: 125' (1130' MSL) lgtd church steeple erected 1900' WNW at lat 36-08-20, long. 80-14-13. (10-10)

NORTH DAKOTA: **COLUMBUS-BONSNESS ARPT: Delete from records. (10-4)

DICKINSON-RADIO: VOR shut down until approx Nov 1. (9-24)

FARGO-RADIO: Oct 8, VOR/DME shut down until approx Nov 30 - modernization. (10-8)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

MADDOCK ARPT: Clsd - const. (6-10)

**SPRINGBROOK-WALL: Delete from records. (10-4)

**TIOGA ARPT: Delete from records. (10-4)

WESTHOPE ARPT: Fld rough - use with caution. (6-14)

**WILDROSE ARPT: Delete from records. (10-4)

**WILLISTON-CHANDLER ARPT: 878' (3221' MSL) lgtd TV twr erected 6.1 n mi WSW (267° T) at lat 48-08-02, long. 103-51-36. (8-26)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. First 900' rnwy 27 clsd. (10-4)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) About Nov 9, rcvr 122.5 mc will be replaced with 122.7 mc. (10-16) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron Ohio acrobatic--camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

APPLETON-RADIO: About Dec 15, VOR will be cmsnd. Freq 116.7 mc. Ident: CMH. Lctd lat 40-09-04, long. 82-35-23. Monitoring category (1). Class: BVOR. Voice & monitoring from Columbus INSACS. (9-25)

CHARDON-RADIO: Test VOR freq 117.5 mc lctd lat 41-31-06, long. 81-09-41. Operg test-basis only. (8-31)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. DME coverage 60°-150°, 35 n mi at MEA. (1-14)

**CINCINNATI-GREATER CONCINNATI ARPT: 2-way rdo rqrd. Due to non-visibility twr unable to ctl single-engine traffic on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straigh ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CONCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and tk-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW tk-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. (5-17)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

COLUMBUS-RADIO: VOR shut down - relctn. About Dec 15, VOR will be relctd to Appleton, Ohio, at lat 40-09-04, long. 82-35-23. See Appleton. (9-25)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27. a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip. on fld. (7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240° This area not to be used for IFR opern acct unreliable course indication during period of interference.

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Due const rnwy 6-24 clsd to apchs and tk-offs during daylgt hrs; can be used for taxiing at discretion of ctl twr. Threshold lgts rnwy 6 temp lctd each side pavement during const. Rnwy 6-24 re opened for all operns during min conditions. Caution - apchs to rnwy 6 - open ditch at end. (10-9)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000'; 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of W/E rnwy. Equip on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)

**HUDSON-MID CITY ARPT: Clsd - site reverted to industrial use. (10-9)

JEFFERSON-RADIO: About Dec 1, VOR will be cmsnd. Freq: 115.2 mc. Ident: JFN. Lctd lat 41-45-38, long. 80-44-51. Elev: 894'MSL. Monitoring category (1) from Youngstown INSACS. Mag var: 4°40'W. Class: VORW. (10-26)

**LODI ARPT: Now open. (10-9)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)

**MANSFIELD ARPT: Functioning 2-way rdo rqrd. during hrs of darkness. (10-25)

**NORTHFIELD-SKY HAVEN ARPT: 300' lgtd twr erected 2.2 n mi N (5°T) at lat 41-20-50, long. 81-31-47. (9-28)

OHIO: **NORWALK AIRPARK: Reinstated - Type: L. Lat 41-06; long 82-36. Lctn: 2 mi N. Elev: 690'. No. of rnwys: 3. Longst rnwy & facs: 28. Fuel: F2. (10-18)
PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)
**PORTSMOUTH-RAVEN ROCK ARPT: Unattended. (8-10)
PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const begun on 950 ft. extension SW end rnwy 7-25 and associated taxiway. Equip. operg these areas,5200 ft. usable. (10-11)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
**WAUSEON-GRIESER ARPT: Now attended. (10-9)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500' (3-25) UHF/DF unreliable below 30,000' MSL all quads. (10-24)FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
**GUTHRIE ARPT: 2350' MSL lgtd TV twr erected 15.0 n mi WNW (297°T) at lat 35-58-56, long. 97-41-43. (10-11)
**GUYMON ARPT: 212-1/2' lgtd rdo twr erected 3.0 n mi NNW (340°T) at lat 36-44-45, long. 101-02-05. (10-19)
MANGUM-PONDER ARPT: Closed. (3-2)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
PONCA CITY ARPT: SPECIAL NOTICE: Closed from 1230-1630C Nov 11. Air show will be in progress. Ctl twr will be in opern 0800-1830C. Watch for light signals. No rdo equip in twr. Ctc Ponca City rdo for lndg info. (10-23)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: BAKER-RADIO: VOR radial 119° lmtd to uable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100 ft. Rnwy xtsn const N of rnwy 16-34 in progress. Work in progress and excavations along E edge of taxiway 12 - hazard mrkd. Half of taxiway 12 from Adm bldg to SE end of fld clsd - hazard mrkd. (10-17)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: Oct 16 VOR shut down until approx Nov 26 - modernization. During this period, the following arwys will not be usable: V-25 RBL-RDM V-122 LMT-Klamath Junction Int. (10-20)
KLAMATH FALLS-KLAMATH ARPT: N 8000' rnwy 14-32 usable, unmarked. Const on S end. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45'. Caution - equip. crossing rnwys. (9-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction
OREGON: Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°,86°,114°,161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
THE DALLES-RADIO: Aug 6, VOR shut down until approx Nov 10. Upon resumption freq will be changed to 117.2 mc. During shut down the following arwys will not be usable: V-112 Portland-Pendleton; V-182 Portland-Baker; V-25 Redmond-Yakima; V-25E The Dalles-Yakima. (10-25)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130,0330,0530,0730,0930, 1130,1930,2130,2330P. Transmission in scan period will be discontinued. (10-8)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwwy 2. (10-25)
HONESDALE ARPT: Dike construction on W end of rnwy - caution; equip. and drag-line in opern. (8-28)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

PENNSYLVANIA: PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft operg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS course without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd nts. All trans acft will park at the executive term, transportation and services avail., load and unload stops at Pier C, only avail. for 3 min. Acft rqrg customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-RADIO: VOR/DME shut down until approx Nov. 1. (10-11)
PHILIPSBURG-ALBERT ARPT: Closed. (5-23)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwys lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-26 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (17-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
★POTTSTOWN-RADIO: Oct 24, VOR flgt-checked and cmsnd. MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE-ARPT: 35' oil-drilling rig erected extreme NW corner of arpt, mrkd.
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Clsd to transient acft.
RHODE ISLAND: NARRAGANSETT-SPECIAL NOTICE: Effective Nov 15, Narragansett Offshore Warning Area (W-105) is amended by changing the controlling agency to NAVPORCO, Newport, R. I.
PROCIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs 5L. No take-offs rnwy 23R. 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. Lgt to moderate course roughness some sectors. DME coverage 26 n mi at MEA in all azimuths. (11-4)
**CHARLESTON AFB/MUN ARPT: All acft must be equipped with functioning two-way rdo with appropriate twr frequency. (10-1) Rnwys 3-21 and 15-33 alternately clsd during day lgt hrs - extensive const. all areas adj to rnwys. Men and equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° unusable - excessive roughness and bends. (10-15)
GEORGETOWN-COUTNY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL range. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
GREENVILLE-RADIO: Effect. Nov 1, obstn lgts on LFR will be discontd. (10-9)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUNICIPAL ARPT: 7200' rnwy 17-35 usable. 2300' N end clsd - const. Rnwy lgts on 8-26 only. N/S taxiway clsd. Ctc MYR for lndg conditions. (8-27)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500' lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
LEMMON ARPT: NW/SE rnwy under const. (7-26)
PHILIP-RADIO: About Nov 1, VOR/DME will be shut down until approx Dec 1 - modernization. (-27)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF rng have moderate to severe multiples.
CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; durg daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr.
**DYERSBURG ARPT: 250' (730' MSL) lgtd twr erected 13.9 n mi SE (148° T) at lat 35-50-07, long. 89-15-47. (10-25) 215' (350' MSL) lgtd twr erected 31 n mi S (196° T) at lat 35-31-25, long. 89-34-55.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: About Nov 1, ASR will be shut down until approx Dec 15 - modernization. (10-2)
MEMPHIS-RADIO: Soon, Fisherville FM on NE course, will be inop. (10-2)
NASHVILLE-RADIO: Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen Intsxn 5000'; McEwen to Nashville VOR MEA 4000'; Minimum holding alt McEwen Int to Nashville VOR MEA 4000'. V-140 Hartsville Int to Highway Int MEA 8000'. V-7 Nashville VOR to Lewisburg Int MEA 4500'. (9-10)
NASHVILLE-BERRY FLD: Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway.
**UNION CITY-STEWART ARPT: 280' (610' MSL) lgtd twr erected 9.2 n mi S (193° T) at lat 36-14-20, long. 89-02-00. (10-19)
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235° unusable - severe scalloping.
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE-RADIO: VOR radials 85°-105° unreliable.
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable.
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

TEXAS: AUSTIN-RADIO: Oct 23, VOR flgt-checked, opern normal.
AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection rnwy 30 with rnwy 3-21. Green rng lgts on nnwy 30 designates touchdown point ngts.
BEAUMONT-JEFFERSON COUNTY ARPT: Rnwy 11-29 clsd - construction. 223'MSL lgtd drilling platform erected 26 n mi SSW(195°T) at lat 29-33, long. 94-12.
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
**BORGER-HUTCHINSON COUNTY ARPT: 250' lgtd rdo twr erected 4.4 n mi SW(288°T) at lat 35-38-34, long. 101-28-09. 87-1/2' rdo twr erected 16 n mi SW (231°T) at lat 35-31-17, long. 101-38-22.
BROWNSVILLE-RADIO: About Oct 29, VOR will be shut down until approx Nov 19. During shut down, the Brownsville LFR may be substituted for the VOR on V-163. MEA's as charted.
COLLEGE STATION-RADIO: Oct 16, VOR shut down until approx Nov 12-modernization. During shut down VOR flgts are authorized to utilize the Bryan LFR on all VOR arwys and the Houston terminal routes where applicable in lieu of College Station VOR. Bearings and MEA's used shall remain as charted except as follows: V-15E College Station to Waco via 339° course from Bryan LFR and 121° radial Waco VOR. V-15 Bryan LFR to Waco VOR via 318° course from Bryan LFR and 138° radial Waco VOR. Houston terminal area Conroe Intsxn to Bryan LFR direct via 284° course, Sealy Intsxn to Bryan LFR direct via 325° course. For Conroe Intsxn use Houston VOR 345° radial and Eagle Lake VOR 047° radial. For Keenan Intsxn use Houston VOR 330° radial and Eagle Lake 035° radial. For Sealy Intsxn use Houston 282° radial and Eagle Lake 024° radial. For Round Top Intsxn use Austin VOR 100° radial and Eagle Lake VOR 315° radial. For McDade Int use Austin VOR 100° radial and 170° bearing to Smithville rdo beacon. No change in published MEA'S.
**DALLAS-LOVE FIELD: 128'(593'MSL) lgtd rdo twr erected 2.0 n mi SE(152°T) at lat 32-49-28, long. 96-51-16. All acft must be equipped with functioning 2-way rdo and shall guard the appropriate twr freq at all times while in flgt at or below 2000' MSL within 3 mi radius. Formation take-offs not permitted. Open ditch and const in progress on ramp adj to taxiway serving S end of N/S rnwy. Hazard marked and lgtd. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less.
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wing leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure olygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equipment available.
**FALFURRIAS-BROOKS COUNTY ARPT: 170'(301'MSL) rdo twr erected 7.9 n mi NNW (346°T) at lat 27-19-05, long. 98-09-55.
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope not to be used from MM to touchdown.
**FT. WORTH-MIDWEST ARPT: Closes Nov 9, 1956. Mrkd by large X- no landings.
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop.
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizintal bombing and firing at rdo controlled targets, sunrise-sunset, within circular area with radius of 4.3 n mi centered at lat 28-17, long. 96-32.
GUTHRIE-RADIO: About Nov 13, VOR freq will be changed from 117.9 to 116.2 mc.
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter.
HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable-roughness and scalloping. Caution in vicinity of Cleveland, Texas - intermittent interference.

TEXAS: **HOUSTON INTERNATIONAL ARPT: 309'(368'MSL) lighted rdo twr erected 5.1 n mi WSW (261°T) at lat 29-38-38, long. 95-24-51. Caution-aerial targets will be dropped on arpt between 0800-1600 Sat and Sun. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. ILS rnwy 3-21 clsd - reconst. Repairs and reconst of other rnwys in progress. Men and equipment in construction areas.
HOUSTON-SAM HOUSTON ARPT: Men and equip. on fld. N/S and E/W rnwys clsd. Fld lgtg inop. Soft shoulders. Use rnwys. No ngt operns. Only NW/SE rnwy usable.
HUDSPETH-RADIO: About Oct 29, VOR will be shut down, during this period the MEA on V-66 between El Paso VOR and Culberson VOR is 10,000'.
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution.
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n miles ESE, below 3000' - photo flash explosions daily 0700-1700.
KERMIT-ROBINSON ARPT: Closed due to oil well drilling.
LOMETA-RADIO: About Nov 1, VOR will oper on test-basis. Freq: 117.9mc. Ident:MTA. Lct lat 31-14-00, long. 98-32-24. Monitor. category (1). Class:VOR. To be cmsnd Nov 15.
LUBBOCK-RADIO: About Nov 17, VOR will be shut down until approx Dec 17.
LUBBOCK ARPT: W 300' of E ramp open as taxiway. E 500' of E ramp closed to acft for cotton st orage.
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
MARFA-RADIO: Sept 21, VOR shut down.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically day-lgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority.
McALLEN-MILLER ARPT: Rnwy 18 closed for take-offs and landings.
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW.
MIDLAND ARP'K - Mil student flying restricted from use of N/S rnwy.
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed.
PORT ISABEL ARPT: Closed all operations - construction.
**REFUGIO-ROOKE ARPT: 218'(285'MSL) lgtd rdo twr erected 2.2 n mi NE(58°T) at lat 28-19-20, long. 97-17-30.
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be closed on short notice.
**SAN ANTONIO-STINSON ARPT: 168'(795'MSL) lgtd twr erected 2.7 n mi WSW(262°T) at lat 29-20-50, long. 98-31-53.
SAN MARCOS ARPT: NE/SW strip rough - caution.
SHAMROCK ARPT: Bcn and rnwy lgts inop.
SINTON ARPT #1: 126' lgtd derrick erected 2500' N of E/W rnwy.
SNYDER-WINSTON FLD: 150'(2577'MSL) lgtd rotary drilling rig being erected 2552 ft SE N/S rnwy.
**STRATFORD ARPT: 232'(3826'MSL) lgtd twr erected 19.8 n mi SSE(173°T) at lat 36-01-52, long 101-58-26. 300' lgtd rdo twr erected 10 n mi ENE(77°T) at lat 36-23-51, long. 101-21-16.
**SWEETWATER ARPT: 257'(2462'MSL) lgtd rdo twr erected 3.5 n mi ESE(131°T) at lat 32-26-40, long. 100-25-20.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
**TEXAS CITY-GULF COAST ARPT: 136'(167'MSL) lgtd derrick erected 4.9 n mi ESE (105°T) at lat 29-22-55, long. 94-51-27.
**TURKEY ARPT: Arpt type chgd to "L"-Unattended. No fuel avail. Rnwys covered with tall grass and weeds-very rough. Use at own risk.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WICHITA FALLS-KICKAPOO ARPT: Unicom operates daily 0800-1700C.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

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UTAH: HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min. terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi, 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145°-155°, 35 n mi, and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi.

VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel. CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel CApital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Caution - 500' extn S end rnwy 35 under const; men, equipment on fld.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info.

CHINCOTEAGUE-SPECIAL NOTICE: Effect Nov 15, 1956, Warning Area (W-108) is amended by changing the Controlling Agency to VACAPES OPAREACORD, NOB, Norfolk, Va. Co, Ft. Miles, Del., and CG TACAIRCOMD, Langley AFB, Va.

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

**DANVILLE ARPT: Two 285' twrs erected 16.1 n mi N (4°T) at lat 36-55-31, long. 79-19-50.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. INSACS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

**GORDONSVILLE ARPT: Unicom available daylgt hrs. Rotating bcn in opern. Bndry lgts avail on req. Rnwy now 2600' long. (10-23)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt. NE quad. Terrain causes minor course roughness in SW quad.

HOT SPRINGS-INGALLS ARPT: Closes Nov 25, 1956. (10-29)

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 n mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

**MARTINSVILLE ARPT: Longest rnwy and facilities: 20-S4. (10-17)

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK-AIR ROUTE TRAFFIC CONTROL CENTER: Oct 19, TASR shut down. (10-19)

PENDLETON-SPECIAL NOTICE: Effect Nov 15, 1956, Pendleton Warning Area (W-50) is amended by changing the controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200° 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. About Nov 14, VOR/DME will be shut down until approx Dec 12 - modern.

VIRGINIA: RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys & taxiways. caution.

VIRGINIA CAPES-SPECIAL NOTICE: Effect. Nov 15, 1956, Warning Area (W-386) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB Norfolk, Va.

**WAYNESBORO-VALLEY ARPT: Unicom available days. (10-23)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

**CURLEW ARPT: Delete from records. (10-4)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000' 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

OLYPMIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000' 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton. usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW ARPT: Clsd to ngt operns. (6-15)

**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. (8-14) N three rows of hi-intensity apch lgt sys shut down - const. Threshold lgts S end of N/S rnwy temp. relocated 750' N of S end of rnwy. (8-31)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40'' high lctd 150' off ends rnwy 3-21.

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only a min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330° 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

WEST VIRGINIA: CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (10-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°,35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3) Rnwy 17-35 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (9-5)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-24 covering full width of rnwy.
WISCONSIN: EAGLE RIVER ARPT: 800 ft S end of N/S rnwy rough, soft - unusable. Arpt will be closed Nov 1, 1956. (10-12)
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Dec 8 - modernization.
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip with multiple rdo freq. make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
WAUSAU-RADIO: Oct. 8, VOR shut down until approx Dec. 7. (10-11)
WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Caution all acft entering tfc pat. occasional jet acft opern with pickup and dropping of tow targets. (4-29)
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
***JACKSON ARPT: Paved runway, 4-22, 100' x 6300' available. (9-14)
KEMMERER ARPT: Caution-reseeded and soft. (6-22)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
**RIVERTON ARPT: New construction completed. WNW-ESE runway 100' x 6200' avail.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500 ft NW end NW/SE rnwy clsd - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution -1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. From 1600-2100Z daily three-hour min ground delay on mil acft due priority airlift. (7-28)
AN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods; (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDi) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°." (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Hendersonville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande
Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON

Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-
Douglas International

DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20,
MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Fort Worth, Texas-Meacham
Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana

Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)

Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm
Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-
Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas
Winston-Salem, North Carolina

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem
Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County
(Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-
Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley Ii
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal

Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird
Oklahoma City, Oklahoma
Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

St. Petersburg, Fla., - Pinellas Co. Intn'l

Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle -Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry

Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Trin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB
(Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Baton Rouge	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-1a
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

(30 Oct 1956)

Revisions to Instrument Approach Procedures

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
KNOXVILLE, TENN. McGhee-Tyson Arpt. 989 ILS-ITYS LOM-TY Comb. ILS ADF Procedure Number 1 Amendment No. 16 Effect: 1 December 56 Supersedes Amdt. No. 15 dated 1 September 56 Major Changes: Increases transition altitude from Tallassee FM, Tallassee Intsxn and Rasar Intsxn.	Knoxville LFR	LOM	216 / 8.7	2200	W side SW crs. 225 - outbnd 045 - inbnd 2700 within 10 mi.	ILS 2700 ADF 2000 over LOM	2650 / 5.4	1160 / 0.6	T-dn C-d C-n S-dn 4L ILS* ADF A-dn ILS ADF	300-1 500-1 500-1.5 200-0.5 400-1 600-2 800-2	300-1 500-1 500-1.5 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 500-1.5 200-0.5 400-1 600-2 800-2	5.4 miles after passing LOM turn left climb to 3000' on N crs. TYS-LFR, or radial 347° of TYS-BVOR. When directed by ARTC, climb to 4000' on crs. of 063° from LFR or radial 063° of BVOR within 20 miles. *400-0.75 required when glide slope not utilized.
	Tallassee FM	LOM	353 / 12.2	3700									
	SW crs. TYS-LFR & 290 bearing from LOM	LOM	110 / 7.3	2300									
	Knoxville BVOR	LOM	222 / 13.4	2400									
	Tallassee Intsxn.	LOM	333 / 11.9	3700									
	Rasar Intsxn.	LOM	317	3700									
MOBILE, ALA. Bates Arpt. 217 ILS-IMOB LOM-MO Comb. ILS ADF Procedure Number 1 Amendment No. 6 Effect: 1 December 56 Supersedes Amdt. No. 5, dated 1 January 56. Major Changes: Change to nautical miles. Revise transitions and missed approach procedures.	Mobile VOR	LOM	067 / 3.9	1300	W side NW crs. 320 - outbnd 140 - inbnd 1400 within 10 mi.	ILS 1400 ADF 900 over LOM	1420 / 4.0	425 / 0.6	T-dn C-dn S-dn 14 ILS ADF A-dn ILS ADF	300-1 400-1 • 300-0.75 400-1 • 600-2 800-2	300-1 500-1 • 300-0.75 400-1 • 600-2 800-2	200-0.5 500-1.5 • 300-0.75 400-1 • 600-2 800-2	Within 4.0 miles after passing LOM/ADF, make right turn, climb to 1600' on 180° crs. from LOM within 20 miles., or when directed by ATC, make right turn, proceed direct to MOB VOR climbing to 1400' & enter VOR holding pattern. *400-0.75 required when glide slope not utilized. •All installed components of ILS must be operating otherwise alternate minima of 800-2 apply. No approach lights.
	Bay Minette HW	LOM	244 / 23.0	1500									
	Brookley HW	LOM	303 / 14.8	1600									
	Prichard Intsxn.	LOM	235 / 6.0	1500									
NEWARK, N. J. Newark Arpt. 18 ILS EWR LOM EW Comb. ILS ADF Procedure Number 1 Amendment No. 9 Effect. date: 1 December 56. Supersedes Amdt. No. 8 dated 25 December 1955. Major Changes: Adds runway visual range minimums for take-offs.	New Brunswick Intsxn.	Woodbridge Intsxn. #	076 / 12.9	1500	E side SW crs. 217 - outbnd 037 - inbnd 1500 within 10 mi.	ILS 1100 ADF 1000 over LOM	1525 / 4.8	250 / 0.6	*T-dn C-dn S-dn 4 ILS ADF A-dn ILS ADF	300-1 600-1 *200-0.5 600-1 600-2 800-2	300-1 600-1 *200-0.5 600-1 600-2 800-2	200-0.5 600-1.5 *200-0.5 600-1 600-2 800-2	Climb to 1000' on 037° crs. from LOM, then make left climbing turn to Paterson Rbn. at 2000' or when directed by ATC, (1) make climbing left turn to 2000' direct to Chatham Rbn, or (2) make a right climbing turn to 1500' return to LOM.
	Colts Neck VOR	"	352 / 11.5	1100									
	Flatbush Rbn.	LOM	270 / 10.0	1500									
	Newark LFR	LOM	236 / 4.6	1500									
	Chatham Rbn.	LOM	141 / 12.5	2000									
	Radar transition altitudes: South quadrant Newark LFR Northeast sector(58-90)		Within 15 miles 1500 Within 20 miles 2500										
	All other sectors within 20 miles 2000 #Straight-in approach authorized from Woodbridge Intsxn. (Intsxn. 352° radial OLT VOR and SW crs. ILS or 037° bearing to LOM).												
									*Runway 4 only: 200-0.5 or runway visual range of 2600': Provided approaches conducted on the basis of reported runway visual range shall be governed by the following: (1) All components of approach lights and high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum altitude of 218' shall not be made unless (a) visual contact with the approach lights has been established or (b) the aircraft is clear of clouds. 600-1 required with glide slope inoperative.				
									*Runway 4 only: Runway Visual Range 2600' may be utilized in lieu of 200-0.5 when 200-0.5 is authorized.				
NEW YORK, N.Y. International Arpt. 13 ILS IDL-OM Cont. dashes/OM at IDL LFR alte). Procedure No. 1, Amendment No. 10 Effective date: 8 December 1956. Supersedes Amdt. No. 9 dated 20 October 1955. Major Change: Missed approach revised.	Scotland Intsxn. (final)	OM	043 / 9.7	1000	S side SW crs. ILS 223 - outbnd 043 - inbnd 1200 within 10 mi. of OM.	1000	770 / 2.4	230 / 0.5	T-dn C-dn S-dn 4 A-dn	300-1 400-1 200-0.5 600-2	300-1 500-1 200-0.5 600-2	200-0.5 500-1.5 200-0.5 600-2	Climb to 500' on NE crs. ILS, make a climbing right turn to 130° intersecting SW crs. Mitchel LFR and proceed to the Long Beach Intsxn. Contact Idlewild Approach Control for further instructions.
	Coits Neck VOR	ILS SW crs.	063 / 14.2	1400									
	Radar Terminal Area Transitions: All Directions-E of NE SW crs. of LaGuardia LFR		Within 25 miles 2500 Within 15 miles 1500										
Procedure Number 2 ILD IDL (Premised on use of back crs. ILS and Elmont FM). Amendment No. 6 Effective date: 8 December 1956. Supersedes Amdt. No. 5 dated 26 February 1955. Major Change: Missed approach revised.	Glen Cove MH	Elmont FM	223	1500 Final 1000	*E side NE crs. 043 - outbnd 223 - inbnd 1500 within 10 miles.	1000 over Elmont FM	No glide slope 4.0 miles from Elmont FM		T-dn C-dn S-dn 22 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 1500' on SW crs. ILS and proceed to the Scotland Intsxn. Contact Idlewild Approach Control for further instructions. *Procedure turn conducted E to avoid LaGuardia traffic.
	Idlewild LFR	Elmont FM	043 / 7.8	1500									
	Radar Terminal Area Transitions: All Directions-E of NE SW crs. of LaGuardia LFR		Within 25 miles 2500 Within 15 miles 1500										
							CAUTION: The minimums on this procedure do not provide standard clearance over the following obstructions: 278' stack 1.7 miles SSE of Runway 4R, 165' airport control tower, 290' tank one half mile SE of Elmont FM.						

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
FINDLAY, OHIO Findlay Arpt. 800 VOR-FDY Procedure #1 Amdt. #1, Effect. date 1 Dec. 1956. Supersedes Amdt. "Original dated 3 November 1956.	Findlay "H"	220 / 9.7	2000	E side of crs. 220 - outbnd 040 - inbnd 2000 within 10 mi.	1500	040 / 9.1	T-dn C-d C-n S-d 7 S-n 7 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1 500-2 500-1 500-2 800-2	200-0.5 500-1.5 500-2 500-1 500-2 800-2	Within 9.1 miles make a climbing left turn, return to Findlay VOR at 2000'. Hold SW on radial 220° in a one-minute right hand pattern. CAUTION: Radio tower 1049' MSL 1.5 miles ESE of airport.
	Major Changes: Course and distance from facility to airport revised.										

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(10 Oct 1956)

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BELMAR, N. J. Monmouth County Arpt. 180 SBMRLZ(Lakehurst NAS NEL LFR) Procedure Number 1 Amendment No. 6 Effective date: 1 December 1956. Supersedes Amdt. No. 5 dated 20 November 56. Transition to the Asbury Park FM from the Ambrose Intsxn. added.	Ambrose Intsxn to Asbury Park FM (final)	242 14.0	1100	*E side NE crs. 062 - outbnd 242 - inbnd 1500 within 10 mi. NE of Asbury Park FM	1100 (over Asbury Park FM)	258 4.4 (from Asbury Park FM)	T-dn C-dn A-dn	300-1 600-2 1000-2			Within 2.6 miles after passing Asbury Park FM, turn left, climb to 1500' on NE(outbnd) course. *Procedure turn conducted to the East to avoid traffic on Red 3.
NEW YORK, NEW YORK International Arpt. 12 SMRA-IDL Procedure Number 1, Amendment Number 7. Effective date: 8 December 1956 Supersedes Amdt. No. 6 dated 1 February 1954. Major Changes: Missed approach revised. Procedure turn distance limited to 10 miles.	Scotland Intsxn. or MHW (final)	042 10.4	700	E side SW crs. 222 - outbnd 042 - inbnd 1200 within 10 mi.	700	040 2.5	T-dn C-dn S-dn 4 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.5 miles climb at least 500' on NE crs., make a climbing right turn to 130° intersecting SW crs. of the Mitchel LFR and proceed to the Long Beach Intsxn. Contact IDL Approach Control for further instructions. Caution: Circling and straight-in landing minimums do not provide standard obstruction clearance over airport control twr, and stack 278' 1.7 miles SSE of Runway 1R.
Procedure Number 2 Eff. date: 8 Dec. 56 Elmont FM Amendment Number 1 Supersedes Amdt. "Orig" dated 1 February 1954. Major Changes: Missed approach revised.	Glen Cove Intsxn. to Elmont FM(final)	218 9.0	1000	*E side NE crs. 038 - outbnd 218 - inbnd 1500 within 10 mi. of Elmont FM.	Elmont FM 1000	218 4.0	T-dn C-dn S-dn 22 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.0 miles after passing Elmont FM climb to 1500' on SW course IDL LFR and proceed to Scotland Intsxn. Contact Idlewild Approach Control for further instructions. *Procedure turn conducted E to avoid LaGuardia traffic. Caution: Circling and straight-in landing minimums do not provide standard obstruction clearance over airport control twr. and stack 278' 1.7 miles SSE of Runway 1R.

RADAR PROCEDURES

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach or, for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): TWO ENG. OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG. OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG.: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG.: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
NEWARK, N. J. Newark Arpt. 18 Procedure Number 1 Amendment No. 7 Effective date: 1 December 1956. Supersedes Amdt. No. 6 dated 18 February 56. Major Changes: Adds runway visual range minimums for take-offs.	2500 NE Sector(58-90°) All other sectors 2000' within 20 miles. Within the S quadrant of the Newark LFR 1500 within 15 miles.	All 4, 11, 29 22 4 29 22 4 29, 11 22	*T-dn C-dn C-dn S-dn S-dn S-dn A-dn A-dn A-dn	300-1 600-1 900-1 *200-0.5 600-2	300-1 600-1 900-1 *200-0.5 600-2	200-0.5 600-1.5 900-1.5 *200-0.5 600-2	300-1 600-1 900-1 600-1 900-1 800-2 900-2	300-1 600-1 900-1 600-1 900-1 800-2 900-2	200-0.5 600-1.5 900-1.5 600-1 900-1 800-2 900-2	Climb to 1000' on NE crs. Newark LFR, then make left climbing turn to Paterson Rbn at 2000' or when directed by ATC, (1) make climbing left turn to 2000' direct to Chatham Rbn, or (2) make a right climbing turn to 1500' return to LOM. *Runway 4 only: Runway visual range of 2600' may be utilized in lieu of 200-0.5 when 200-0.5 is authorized.
		*Runway 4 only: 200-0.5 or runway visual range of 2600'; Provided, that approaches conducted on the basis of reported runway visual range shall be governed by the following: (1) All components of the approach lights and high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum altitude of 218' MSL shall not be made unless (a) visual contact with the approach lights has been established or (b) the aircraft is clear of clouds.								
NEW YORK, N. Y. International Arpt. 12 Procedure No. 1 Amendment No. 6 Effective date: 8 December 1956. Supersedes Amdt. No. 5 dated 17 December 1955. Major Change Missed approach revised.	All directions 2500 within 25 miles E of NE/SW courses of LaGuardia LFR 1500 within 15 miles	4	T-dn C-dn S-dn A-dn	300-1 600-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	200-0.5 500-1.5 200-0.5 600-2				Climb to 500' on heading of 043° make a climbing turn to 130° intersecting SW crs. Mitchel LFR and proceed to the Long Beach Intsxn. Contact Idlewild Approach Control for further instructions. Caution: Ceiling minimums do not provide standard clearance over 278' stack 1.7 miles SSE of Runway 4R and 165' airport control tower.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(30 Oct 1956)

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.), ALTITUDES, LIMITING DISTANCES	MIN. ALT.(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS., TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
NEW YORK, NEW YORK International Arpt. 12 VOR-IDL TVOR-1 Amendment Number 2 Effect. date: 8 December 1956. Supersedes Amdt. No. 1 dated 1 March 1955. Major Change: Missed approach revised.	Idlewild LFR	047 2.7	1500	E side of Crs. 185 - outbnd 005 - inbnd 1300 within 10 mi. of Edgemere Intsxn.	1300 over Edgemere Intsxn. 600 over TVOR	013 1.1	T-dn C-dn S-dn 1 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Make a right climbing turn to 130° intersecting the SW crs. Mitchel LFR and proceed to the Long Beach Intsxn. Contact Idlewild Approach Control for further instructions.
	LaGuardia LFR	176 11.8	1500								
	New Rochelle Rbn.	189 15.5	1500								
	Glen Cove Rbn.	222 14.2	1500								
	Mitchel LFR	260 11.9	1500								
	Paterson Rbn.	150 25.0	2500								
	Scotland MH to Edgemere Intsxn.	068 9.0	1300								
							Terminal Area Radar Transition Altitudes: All directions 2500' within 25 miles, East of the NE/SW courses of the LaGuardia LFR, 1500' within 15 miles.				
TVOR-4 VOR-IDL Amendment Number 2 Effect. date: 8 December 1956. Supersedes Amdt. No. 1 dated 21 May 1955. Major Change: Missed approach revised.	Idlewild LFR	047 2.7	1500	E side of crs. 240 - outbnd 060 - inbnd 1300 within 10 mi.	600	043 0.6	T-dn C-dn S-dn 4 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Make a right climbing turn to 130° intersecting the SW crs. Mitchel LFR and proceed to the Long Beach Intsxn. Contact Idlewild Approach Control for further instructions. Caution: Straight-in landing minimums do not provide standard clearance over 278' stack 1.7 miles SSE of airport.
	LaGuardia LFR	176 11.8	1500								
	New Rochelle MHW	189 15.5	1500								
	Glen Cove MHW	222 14.2	1500								
	Mitchel LFR	260 11.9	1500								
	Paterson MHW	150 25.0	2500								
	Scotland MHW	043 13.1	1500								
							Terminal Area Radar Transition Altitudes: All directions 2500' within 25 miles, East of the NE/SW courses of the LaGuardia LFR, 1500' within 15 miles.				
TVOR-22 VOR-IDL Amendment Number 2. Effective date: 8 December 56. Supersedes Amdt. No. 1, dated 21 May 1955. Major Change: Missed approach revised.	Idlewild LFR	047 2.7	1500	#E side of crs. 034 - outbnd 214 - inbnd 1500 within 10 mi.	1000 over Elmont FM 400 over TVOR	223 0.4	T-dn C-dn S-dn 22 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 1500' on crs. 223° from VOR and proceed to Scotland Intsxn. Contact Idlewild Approach Control for further instructions. Caution: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 miles SSE of airport. Straight-in landing minimums do not provide standard clearance over 290' tank four and one half miles NE of the airport.
	LaGuardia LFR	176 11.8	1500								
	New Rochelle MHW	189 15.5	1500								
	Glen Cove MHW	222 14.2	1500								
	Mitchel LFR	260 11.9	1500								
	Paterson MHW	150 25.0	2500								
	Scotland MHW	043 13.1	1500								
				#Procedure turn conducted E to avoid LaGuardia Traffic.							
				Terminal Area Radar Transition Altitudes: All directions 2500' within 25 miles; East of the NE/SW courses of the LaGuardia LFR, 1500' within 15 miles.							
NEW YORK, NEW YORK International Arpt. 12 VOR-IDL TVOR-25L Amendment Number 2 Effective date: 8 December 1956. Supersedes Amdt. No. 1 dated 21 May 1955. Major Changes: Missed approach revised.	Idlewild LFR	047 2.7	1500	#E side of crs. 052 - outbnd 232 - inbnd 1500 within 10 mi.	1000 over Elmont FM 400 over TVOR	253 0.8	T-dn C-dn S-dn 25L A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 1500' on crs. 223° from VOR and proceed to Scotland Intsxn. Contact IDL Approach Control for further instructions. Caution: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 miles SSE of airport. Straight-in landing minimums to not provide standard clearance over 290' tank four and one half miles NE of the airport.
	LaGuardia LFR	176 11.8	1500								
	New Rochelle MHW	189 15.5	1500								
	Glen Cove MHW	222 14.2	1500								
	Mitchel LFR	260 11.9	1500								
	Paterson MHW	150 25.0	2500								
	Scotland MHW	043 13.1	1500								
				#Procedure turn conducted East to avoid LaGuardia traffic.							
				Terminal Area Radar Transition Altitudes: All directions 2500' within 25 miles. East of the NE/SW courses of the LaGuardia LFR, 1500' within 15 miles.							

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(30 Oct 1956)

U.S. GOVERNMENT PRINTING OFFICE : 1956

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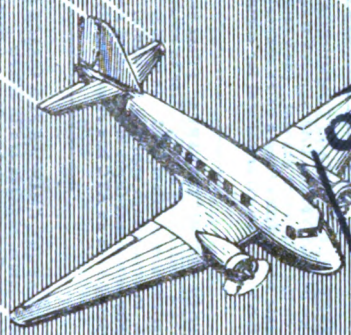

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VOL. 11 , NO. 18 . . . NOVEMBER 13, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange — (Voice) — (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

✓ NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

PART 610 - Minimum En Route IFR Altitudes as of November 15, 1956

(See page 46 for Amendment effective December 13, 1956)

§610.11 GREEN CIVIL AIRWAY 1

FROM	TO	MEA
Megantic, Que. LFR	Kokadjo INT, Me.	5000
Kokadjo INT, Me.	Millinocket, Me. LFR	5000
Millinocket, Me. LFR	Orient INT, Me.	2100

§610.12 GREEN CIVIL AIRWAY 2

FROM	TO	MEA
*Seattle, Wash. LFR	Ellensburg, Wash. LFR	8000
*4000 - MCA Seattle LFR, E-bound		
Ellenburg, Wash. LFR	Ephrata, Wash. LFR	7000
Trinidad INT, Wash.	Ephrata, Wash. LFR, E-bound	4000
Ephrata, Wash. LFR	Spokane, Wash. LFR	5000
Harrington, Wash. FM	Ephrata, Wash. LFR, W-bound only	4000
Rockford, Wash. FM	Spokane, Wash. LFR, W-bound only	6000
*Spokane, Wash. LFR	Mullan Pass, Mont. LFR	9000
*6200 - MCA Spokane, LFR, E-bound		
Mullan Pass, Mont, LFR	Missoula, Mont. LFR	9000
Missoula, Mont. LFR	Drummond, Mont. LFR	9000
Drummond, Mont. LFR	Helena, Mont. LFR	9000
Helena, Mont. LFR	Bozeman, Mont. LFR	9300
Bozeman, Mont. LFR	*Livingston, Mont. LFR	10000
*9300 - MCA Livingston LFR, W-bound		
Livingston, Mont. LFR	Billings, Mont. LFR	9000
Billings, Mont. LFR	Miles City, Mont. LFR	5000
Miles City, Mont. LFR	Dickinson, N.Dak. LFR	4500
Dickinson, N.Dak. LFR	Bismarck, N.Dak. LFR	3800
Bismarck, N.Dak. LFR	Jamestown, N.Dak. LFR	3400
Jamestown, N.Dak. LFR	Fargo, N.Dak. LFR	2700
Fargo, N.Dak. LFR	Alexandria, Minn. LFR	2800
Alexandria, Minn. LFR	Minneapolis, Minn. LFR	2600
Hamel, Minn. FM	Minneapolis, Minn. LFR SE-bound only	2500
Minneapolis, Minn. LFR	Red Wing INT, Minn.	2400
Red Wing INT, Minn.	LaCrosse, Wis. LFR	2600
La Crosse, Wis. LFR	Lone Rock INT, Wis.	2600
LoneRock INT, Wis.	Madison, Wis. LFR	2500
Madison, Wis. LFR	Genesee, Wis. FM	2500
Genesee, Wis. FM	Milwaukee, Wis. LFR E-bound	2300
Milwaukee, Wis. LFR	Genesee, Wis. FM W-bound	2500

§610.12 GREEN CIVIL AIRWAY 2

FROM	TO	MEA
Milwaukee, Wis. LFR	Muskegon, Mich. LFR	2000
Muskegon, Mich. LFR	Grand Rapids, Mich. LFR	1900
Grand Rapids, Mich. LFR	Lansing, Mich. LFR	2200
Lansing, Mich. LFR	White Lake INT, Mich.	2900
White Lake INT, Mich.	Detroit, Mich. LFR	2500
Detroit, Mich. LFR	Windsor, Can. LFR	2300
Clear Creek, Ont. LFR	Dunkirk, N.Y. LF/RBN	*2000
*For that airspace over U.S. Territory		
Dunkirk, N. Y. LF/RBN	Buffalo, N. Y. LFR	2000
Buffalo, N.Y. LFR	Rush INT, N.Y.	2100
E. Pembroke, N.Y. FM	Buffalo, N.Y. LFR W-bound only	1900
Rush INT, N.Y.	Rochester, N.Y. LFR	2000
Rochester, N. Y. LFR	Syracuse, N.Y. LFR	2000
Syracuse, N.Y. LFR	Albany, N.Y. LFR	3000
Stephentown INT, N. Y.	Albany, N.Y. LFR NW-bound only	3000
Albany, N.Y. LFR	Brainard INT, N.Y. SE-bound	4000
	NW-bound	3000
Brainard INT, N.Y.	Hartford, Conn. LFR	4000
Hartford, Conn. LFR	Moosup INT, Conn.	2000
Moosup INT, Conn.	N. Scituate INT, R.I.	1700
North Scituate INT, R.I.	Boston, Mass. LFR	1800

§610.13 GREEN CIVIL AIRWAY 3

FROM	TO	MEA
Golden Gate INT, Calif.	San Francisco, Calif. LFR	3000
San Francisco, Calif. LFR	Oakland, Calif. LFR	3000
Oakland, Calif. LFR	Sacramento, Calif. LFR	5000
Bay Point, Calif. FM	Sacramento, Calif. LFR NE-bound only	2000
*Sacramento, Calif. LFR	**Auburn INT, Calif. NE-bound	7000
	SW-bound	3500
*3000 - MCA Sacramento LFR, NE-bound		
**7500 - MCA Auburn INT, NE-bound		
Auburn INT, Calif.	Donner Summit, Calif. LFR	11000
Donner Summit, Calif. LFR	*Reno, Nev. LFR	12000
*10500 - MCA Reno LFR, W-bound		
Blue Canyon, Calif. FM	Auburn INT, Calif. SW-bound only	7000
*Reno, Nev. LFR	Lovelock, Nev. LFR	10,000
*10,500 - MCA Reno LFR, W-bound		
Lovelock, Nev. LFR	Battle Mtn. Nev. LFR	12,000
Battle Mtn. Nev. LFR	Elko, Nev. LFR	11,000
Elko, Nev. LFR	Lucin, Utah LFR	12,000

GREEN CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Lucin, Utah LFR	*Promontory Pt., Utah LF/RBN	9000
*10000 - MCA Promontory Pt. LF/RBN, E-bound		
Promontory Pt., Utah LF/RBN	*Ogden, Utah LFR E-bound	11000
	W-bound	9000
*7500 - MCA Ogden LFR, W-bound		
*Ogden, Utah LFR	Ft. Bridger, Wyo. LFR	12,000
*11000 - MCA Ogden LFR, E-bound		
Ft. Bridger, Wyo. LFR	Rock Springs, Wyo. LFR	10,000
Rock Springs, Wyo. LFR	Sinclair, Wyo. LFR	10000
Sinclair, Wyo. LFR	Medicine Bow INT, Wyo.	11000
Medicine Bow INT, Wyo.	Two Rivers INT, Wyo.	11,000
Two Rivers INT, Wyo.	Sherman Hill INT, Wyo.	10,500
Sherman Hill INT, Wyo.	*Cheyenne Wyo. LFR	10,500
*8500 - MCA Cheyenne LFR, W-bound		
Cheyenne, Wyo. LFR	Egbert INT, Wyo.	7300
Egbert INT, Wyo.	Kimball INT, Nebr.	6000
Kimball INT, Nebr.	Chappell INT, Nebr.	5900
Chappell INT, Nebr.	North Platte, Nebr. LFR	5100
North Platte, Nebr. LFR	Grand Island, Nebr. LFR	4100
Grand Island, Nebr. LFR	Weston INT, Nebr.	3000
Weston INT, Nebr.	Omaha, Nebr. LFR	2700
Omaha, Nebr. LFR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Moline, Ill. LF/RBN	2200
Moline, Ill. LF/RBN	Harmon INT, Ill.	2300
Harmon INT, Ill.	Aurora INT, Ill.	2000
Aurora INT, Ill.	Wilhelmi INT, Ill.	2000
Wilhelmi INT, Ill.	*Monee INT, Ill.	2300
*2300 - MCA Monee INT, W-bound		
Monee INT, Ill.	INT 180 T from McCool, Ind. LF/RBN & W crs Goshen, Ind. LFR	2000
INT 180 T from McCool, Ind. LF/RBN & W crs Goshen, Ind. LFR	Goshen, Ind. LFR	2100
Goshen, Ind. LFR	Archbold INT, Ohio	2300
Archbold INT, Ohio	Toledo, Ohio LFR	2000
Toledo, Ohio LFR	Sandusky INT, Ohio	2000
Sandusky INT, Ohio	Cleveland, Ohio LFR	1900
Cleveland, Ohio LFR	Parkman INT, Ohio	3000
Brecksville, Ohio FM	Parkman INT, Ohio E-bound only	2500

GREEN CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Parkman INT, Ohio	Youngstown, Ohio LFR	2500
Youngstown, Ohio LFR	Pardoe INT, Pa.	2600
Pardoe INT, Pa.	Philipsburg, Pa. LFR	4000
Philipsburg, Pa. LFR	Selinsgrove, Pa. LF/RBN	4000
Selinsgrove, Pa. LF/RBN	Slatington INT, Pa.	3500
Slatington INT, Pa.	Allentown, Pa. LFR	3000
Allentown, Pa. LFR	Belle Mead INT, N. J.	2500
Belle Mead INT, N. J.	New Brunswick INT, N. J.	2000
New Brunswick INT, N.J.	Flatbush INT, N. Y.	1500
Flatbush INT, N. Y.	LaGuardia, N.Y. LFR	2500

§610.14 GREEN CIVIL AIRWAY 4

FROM	TO	MEA
Camarillo, Calif. LFR	Newhall, Calif. LFR NE-bound	8000
	SW-bound	6000
*Newhall, Calif.	**Palmdale, Calif.	9000
*7000 - MCA Newhall LFR, NE-bound		
**9000 - MCA Palmdale LFR, SW-bound		
Palmdale, Calif. LFR	Daggett, Calif. LFR	6000
Daggett, Calif. LFR	Needles, Calif. LFR	9000
Needles, Calif. LFR	Prescott, Ariz. LFR	10,000
Prescott, Ariz. LFR	Winslow, Ariz. LFR	10,000
Winslow, Ariz. LFR	Zuni, N.M. LFR	10,000
Zuni, N.M. LFR	Albuquerque, N.M. LFR	11,000
*Albuquerque, N.Mex. LFR	Otto, N.Mex. LFR	11000
*10300 - MCA Albuquerque LFR, E-bound		
Otto, N.M. LFR	Tapia INT, N.M.	9500
Tapia INT, N.M.	Cuervo INT, N.M.	9000
Cuervo INT, N. Mex.	*Tucumcari, N.Mex. LFR	7000
*6000 - Minimum crossing altitude at Tucumcari LFR, W-bound		
Tucumcari, N.M. LFR	Amarillo, Tex. LFR	5500
Amarillo, Tex. LFR	INT E crs of Amarillo & SW crs of Gage, Okla. LFR	4700
INT E crs of Amarillo & SW crs of Gage, Okla. LFR	Gage, Okla. LFR	4500
Gage, Okla. LFR	Danville INT, Kans.	3600
Danville INT, Kans.	Wichita, Kans. LFR	2800
Wichita, Kans. LFR	Cassoday INT, Kans.	2800

§610.14 GREEN CIVIL AIRWAY 4

FROM	TO	MEA
Cassoday INT, Kans.	Centropolis INT, Kans.	3000
Centropolis INT, Kans.	DeSoto INT, Kans.	2300
DeSoto INT, Kans.	Kansas City, Mo. LFR	2400
Kansas City, Mo. LFR	Liberty, Mo. LF/RBN	2200
Liberty, Mo. LF/RBN	Columbia, Mo. LFR	2200
Columbia, Mo. LFR	St. Peters INT, Mo.	2800
St. Peters INT, Mo.	St. Louis, Mo. LFR	1800
St. Louis, Mo. LFR	Wood River INT, Ill.	1800
Wood River INT, Ill.	Effingham, Ill. LFR	2000
Effingham, Ill. LFR	Terre Haute, Ind. LFR	2000
Terre Haute, Ind. LFR	Indianapolis, Ind. LFR	2000
Indianapolis, Ind. LFR	Greenfield INT, Ind.	2900
Greenfield INT, Ind.	N. Hampton INT, Ohio	2300
N. Hampton INT, Ohio	Columbus, Ohio LFR	2400
Columbus, Ohio LFR	Adamsville INT, Ohio	2400
Adamsville INT, Ohio	Wheeling, W. VA. LF/RBN	2600
Wheeling, W. VA. LF/RBN	Pittsburgh, Pa. LFR	2500
Pittsburgh, Pa. LFR	*New Alexandria, Pa. LF/RBN	3000
*4000 - MCA New Alexandria LF/RBN E-bound		
New Alexandria, Pa. LF/RBN	Altoona, Pa. LFR	4500
Altoona, Pa. LFR	New Kingston, Pa. FM	4000
New Kingston, Pa. FM	Harrisburg, Pa. LFR	2500
Harrisburg, Pa. LFR	Lancaster INT, PA.	2000
Lancaster INT, Pa.	Boothwyn INT, Pa.	2000
Boothwyn INT, Pa.	Philadelphia, Pa. LFR	1800

§610.15 GREEN CIVIL AIRWAY 5

FROM	TO	MEA
Los Angeles, Calif. LFR	LaHabra INT, Calif. E-bound	5000
LaHabra INT, Calif.	Los Angeles, Calif. LFR W-bound	3000
*LaHabra INT, Calif.	Riverside, Calif. LFR	5000
*5000 - MCA LaHabra INT, E-bound		
*Riverside, Calif. LFR	Palm Springs INT, Calif.	13000
*11000 - Minimum crossing altitude at Riverside LFR, E-bound		
Banning, Calif. FM	Riverside, Calif. LFR W-bound only	10000
*Palm Springs INT, Calif.	Blythe, Calif. LFR	8000
*13,000 - MCA Palm Springs INT, W-bound		

GREEN CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Blythe, Calif. LFR	White Tank INT, Ariz.	6000
White Tank INT, Ariz.	Phoenix, Ariz. LFR	5000
Phoenix, Ariz. LFR	Casa Grande INT, Ariz.	5000
Casa Grande INT, Ariz.	Tucson, Ariz. LFR	7000
*Tucson, Ariz. LFR	Cochise, Ariz. LFR	11,000
*8000 - MCA Tucson LFR, E-bound		
Cochise, Ariz. LFR	Columbus, N.M. LFR	12,000
Hilltop, Ariz. FM	Cochise, Ariz. LFR W-bound only	10,000
Hilltop, Ariz. FM	Columbus, N.M. LFR E-bound only	10,000
Columbus, N.M. LFR	El Paso, Tex. LFR	8500
El Paso, Tex. LFR	Salt Flat, Tex. LFR	8000
*Salt Flat, Tex. LFR	Wink, Tex. LFR	10,000
*8900 - MCA Salt Flat LFR, E-bound		
Guadalupe Pass, Tex. FM	Wink, Tex. LFR E-bound only	8000
Wink, Tex. LFR	Midland INT, Tex.	4900
Midland INT, Tex.	Big Spring, Tex. LFR	4000
Big Spring, Tex. LFR	Colorado City INT, Tex.	4000
Colorado City INT Tex.	Abilene, Tex. LFR	3600
Abilene, Tex. LFR	Pala Pinto INT, Tex.	3000
Palo Pinto INT, Tex	Mineral Wells, Tex. LF/RBN	2400
Mineral Wells, Tex. LF/RBN	Ft. Worth, Tex. LFR	2300
Ft. Worth, Tex. LFR	Bedford INT, Tex.	1900
Bedford INT, Tex.	Farmers Branch INT, Tex.	2200
Farmers Branch INT, Tex.	Greenville INT, Tex.	1900
Greenville INT, Tex.	Sulphur Springs Tex. LF/RBN	1800
Sulphur Springs Tex. LF/RBN	Texarkana, Ark. LFR	1800
Texarkana, Ark. LFR	Pine Bluff, Ark. LF/RBN	1600
Pine Bluff, Ark. LF/RBN	Memphis, Tenn. LFR	1500
Memphis, Tenn. LFR	Jackson, Tenn. LFR	2000
Jackson, Tenn. LFR	Nashville, Tenn. LFR	3000
Nashville, Tenn. LFR	Lebanon INT, Tenn.	3000
Lebanon INT, Tenn.	Smithville, Tenn. LF/RBN	3500
Smithville, Tenn. LF/RBN	*Watts Bar INT, Tenn.	4500
*Watts Bar INT, Tenn.	Knoxville, Tenn. LFR	3000
*4500 - MCA Watts Bar INT, W-bound		

(13 Nov 1956)

GREEN CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Knoxville,Tenn. LFR	Gray INT, Tenn.	5000
Gray INT,Tenn.	Tri-City,Tenn.LFR	4000
Tri-City,Tenn.LFR	Abingdon INT,Va.	4000
Abingdon INT,Va.	Pulaski,Va. LFR	7000
Pulaski, Va. LFR	Roanoke, Va. LFR	6000
Roanoke, Va. LFR	James River INT, Va.	6200
James River INT, Va.	Gordonsville, Va. LFR	6000
Gordonsville, Va. LFR	Quantico, Va. LFR	3000
Quantico, Va. LFR	Andrews, Md. LFR	1500
Andrews, Md. LFR	Hartly INT, Del.	1500
Hartly INT, Del.	Millville, N.J. LFR	1500
Millville, N.J. LFR	Ambrose INT, N.J.	1500
Ambrose INT, N.J.	Mitchel AFB N.Y. LFR	1500
Mitchel AFB N.Y. LFR	St. James INT, N.Y.	1500
St. James INT, N.Y.	Salem INT, Conn.	1800
Salem INT, Conn.	Moosup INT, Conn.	1800
Moosup INT, Conn.	N Scituate INT, R.I.	1700

§610.16 GREEN CIVIL AIRWAY 6

FROM	TO	MEA
Laredo, Tex. LFR	San Diego, Tex. LF/RBN	1300
San Diego, Tex. LF/RBN	Alice, Tex. LFR	1500
Alice,Tex.LFR	Agua Dulce INT, Tex.	1600
Agua Dulce INT, Tex.	Corpus Christi, Tex. LFR	1700
Corpus Christie, Tex. LFR	Gregory INT,Tex.	1400
Gregory INT, Tex.	Palacios,Tex. LFR	1300
Palacios,Tex. LFR	Galveston, Tex. LFR	1200
Galveston, Tex. LFR	Port Arthur INT, Tex.	1400
Port Arthur INT, Tex.	Lake Charles, La. LFR	1500
Lake Charles, La. LFR	Lafayette, La. LF/RBN	1500
Lafayette, La. LF/RBN	New Orleans, La. LFR	1400
New Orleans,La. LFR	Keesler AFB,Miss. LFR	1400
Keesler AFB,Miss. LFR	Prichard INT,Ala.	1400
Prichard INT,Ala.	Bay Minette,Ala. LF/RBN	1500
Bay Minette, Ala. LF/RBN	Maxwell AFB, Ala. LFR	1500
Maxwell AFB,Ala.	Int. E crs Maxwell & SW crs Atlanta	1600
Int. E crs Maxwell & SW crs Atlanta	Atlanta,Ga.LFR	2000

GREEN CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Atlanta, Ga. LFR	Spartanburg, S.C. LFR	2800
Spartanburg, S.C. LFR	Mooresville INT, N. C.	2800
Mooresville INT, N.C.	Greensboro,N.C. LFR	2400
Greensboro, N.C. LFR	South Boston INT, Va.	2300
South Boston INT, Va.	Blackstone, Va. LFR	2000
Blackstone, Va. LFR	Richmond, Va. LFR	1500
Richmond,Va. LFR	Norfold,Va. LFR	1500

§610.17 GREEN CIVIL AIRWAY 7

FROM	TO	MEA
Nome, Alaska LFR	Moses Point, Alaska LFR	5000
Moses Point,Alas. LFR	Koyuk INT, Alas.	4000
*Koyuk INT, Alas.	Galena, Alas. LFR	6000
*6000 MCA Koyuk INT, E-bound		
Galena, Alas. LFR	Galtan INT, Alas.	5800
Galtan INT, Alas.	Fairtan INT,Alas.	5000
Fairtan INT, Alas.	Fairbanks, Alas. LFR	3900

§610.18 GREEN CIVIL AIRWAY 8

FROM	TO	MEA
Cold Bay, Alas. LFR	King Salmon, Alas LFR	4000
King Salmon,Alas. LFR	Kukaklek INT, Alas.	4500
Kukaklek INT, Alas.	Bruin Bay INT Alas.	5900
Bruin Bay INT, Alas.	Anchor Point INT, Alas.	6000
Anchor Point INT, Alas.	Kenai, Alas. LFR	1400
Kenai, Alas. LFR	Delta Island INT, Alas.	1500
Delta Island INT, Alas.	Anchorage, Alas. LFR	1500
Anchorage (Merrill), Alaska LFR	*Willow INT, Alaska	2500
*6400 - MCA Willow INT, E-bound		
Willow INT, Alaska	Wasilla INT, Alaska	7000
Wasilla INT, Alaska	Gulkana,Alaska LFR	10500
Gulkana,Alaska LFR	Northway,Alaska LFR	10500

§610.19 GREEN CIVIL AIRWAY 9

FROM	TO	MEA
South Port Allen INT, TH	Makai INT, TH E-bound	2000
	W-bound	1000
Makai INT, TH	*Honolulu, TH LFR	2000
*6000 - MCA Honolulu LFR, E-bound		
Honolulu,TH LFR	N.Maui INT, TH	6000
N Maui INT, TH	N Hilo INT, TH	1000

§610.20 GREEN CIVIL AIRWAY 10

FROM	TO	MEA
U.S. Canadian Border	*Bellingham,Wash. LFR	1500
*2000 - MCA Bellingham LFR, S-bound		
Bellingham, Wash. LFR	Burlington INT, Wash.	4000
Burlington INT, Wash.	Everett, Wash. LFR	3000
Everett, Wash. LFR	*Seattle, Wash. LFR	2500
*4000 - MCA Seattle LFR, E-bound		
Seattle, Wash. LFR	Ellensburg,Wash. LFR	8000
Ellensburg, Wash. LFR	INT NW Yakima & S Ellensburg, Wash. LFR	5500
INT NW Yakima & S Ellensburg, Wash. LFR	Yakima, Wash. LFR	4500
Yakima,Wash.LFR	*Pendleton,Ore.LFR	5000
*5100 - MCA Pendleton LFR, SE-bound		
Pendleton,Ore. LFR	Baker, Ore. LFR	10000
LaGrande, Oreg. FM	Pendleton, Oreg. LFR NW-bound only	7000
Baker, Oreg. LFR	Boise, Ida. LFR	9000
Payette, Ida. FM	Boise, Ida. LFR SE-bound	5500
Boise, Ida. LFR	*King Hill INT, Ida.	9000
*9000 - MCA King Hill INT, NW-bound		
King Hill INT, Ida.	Burley, Ida. LFR	7000
Mountain Home, Ida. FM	Boise, Ida. LFR NW-bound only	7600
*Burley, Ida. LFR	Malad City, Ida. LFR	11,000
*7000 - MCA Burley LFR, E-bound		
Malad City, Ida. LFR	Kemmerer INT, Wyo	12,000
Kemmerer INT, Wyo	Rock Springs, Wyo LFR	10,000
Rock Springs,Wyo. LFR	Sinclair,Wyo.LFR	10000
Sinclair,Wyo.LFR	Medicine Bow INT, Wyo.	11000
Medicine Bow INT Wyo.	Two Rivers INT, Wyo.	11,000
Two Rivers INT, Wyo.	Laramie,Wyo.LFR	10500
Laramie, Wyo. LFR	*Dacono INT, Colo	11,500
*10,500 - MCA Dacono INT, NW-bound		
Dacono INT, Colo.	Denver, Colo. LFR	7500

§610.101 AMBER CIVIL AIRWAY 1

FROM	TO	MEA
U.S. Mexican Border LFR	San Diego, Calif. LFR	2500
San Diego,Calif. LFR	Oceanside,Calif. LF/RBN N-bound	3000
	S-bound	2500
Oceanside,Calif. LF/RBN	Long Beach,Calif. LFR	4000
Long Beach, Calif. LFR	Los Angeles, Calif. LFR	1600

AMBER CIVIL AIRWAY 1 - cont'd.

FROM	TO	MEA
*Los Angeles, Calif. LFR	Burbank, Calif. LFR	4000
*3000 - MCA Los Angeles LFR, N-bound		
*Burbank Calif. LFR	Newhall, Calif. LFR	7000
*5000 - MCA Burbank LFR, N-bound		
*Newhall,Calif. LFR	Wheeler Ridge INT,Calif.	10000
*7000 - MCA Newhall LFR, N-bound		
Castaic,Calif.FM	Newhall,Calif.LFR S-bound only	8000
Wheeler Ridge INT,Calif.	*Bakersfield,Calif. LFR N-bound	6000
	S-bound	10000
*7000 - MCA Bakersfield LFR, S-bound		
Bakersfield, Calif. LFR	Fresno, Calif. LFR	3000
Famosa, Calif. FM	Fresno, Calif. LFR, NW-bound	2000
Fresno, Calif. LFR	Sacramento, Calif. LFR	2000
Sacramento,Calif. LFR	Williams,Calif.LFR S-bound	2000
	N-bound	3000
Williams, Calif. LFR	Red Bluff, Calif. LFR	3000
Red Bluff, Calif. LFR	Delta INT, Calif.	8000
Delta INT, Calif.	Redding, Calif. FM, S-bound only	7000
Redding, Calif. FM	Red Bluff, Calif. LFR, S-bound only	3000
Delta INT, Calif.	Ft. Jones, Calif. LFR	10,000
Ft. Jones, Calif. LFR	*Medford, Ore. LFR	10,000
*8000 - MCA Medford LFR, S-bound		
Ashland INT, Ore.	Medford, Ore. LFR, N-bound only	8000
Medford, Ore. LFR	Euguene, Ore. LFR	6500
Euguene, Ore. LFR	Portland, Ore LFR	3000
Portland, Ore LFR	Toledo, Wash. LFR	5000
Toledo, Wash. LFR	Tacoma, Wash. LFR	5000
Tacoma, Wash. LFR	Seattle, Wash LFR	3000
Seattle, Wash. LFR	Port Gamble INT Wash.	2000
*Port Gamble INT Wash.	**Dungeness INT Wash.	5000
*3000 - MCA Port Gamble INT, N-bound		
**4000 - MCA Dungeness INT, S-bound		
Dungeness INT, Wash.	Patricia Bay, B.C. LFR	*2500
*For that airspace over U.S. territory		
Dixon INT, B.C.	Sitka, Alaska LFR	5600
Sitka, Alaska LFR	Cape Spencer, INT, Alaska	5300
Cape Spencer, Alaska, LFR	Yakutat, Alaska LFR	1200
Yakutat,Alaska LFR	Cape Suckling INT, Alaska	1500
Cape Suckling INT, Alaska	East Cordova INT, Alaska	5000
East Cordova INT, Alaska	*Hinchinbrook, Alaska LFR	2000
*3000 - MCA Hinchinbrook LFR,W-bound		

AMBER CIVIL AIRWAY 1 - cont'd.

FROM	TO	MEA
Hinchinbrook, Alaska, LFR	*Whittier INT, Alaska	4800
*8600 - MCA Whittier INT, W-bound		
Whittier INT, Alaska	*Anchorage, Alaska, LFR	9000
*6700 - MCA Anchorage LFR, SE-bound		
Anchorage, Alaska LFR	Susitna INT, Alaska	1500
Susitna INT, Alaska	*Skwentna, Alaska, LFR	4200
*7000 - MCA Skwentna LFR, W-bound		
*Skwentna, Alaska LFR	Puntilla Lake, Alaska LF/RBN	9100
*7000 - MCA Skwentna LFR, W-bound		
Puntilla Lake, Alaska LF/RBN	*Farewell, Alaska LFR	9100
*8600 - MCA Farewell LFR, SE-bound		
Farewell, Alaska LFR	McGrath, Alaska LFR	4000
McGrath, Alaska LFR	Unalakleet, Alaska, LFR	6000
Unalakleet, Alaska, LFR	Nome, Alaska LFR	2800

§610.102 AMBER CIVIL AIRWAY 2

FROM	TO	MEA
San Pedro INT, Calif.	Long Beach, Calif. LFR	4000
Long Beach, Calif. LFR	*LaHabra INT, Calif.	3000
*10000 - MCA La Habra INT, NE-bound		
LaHabra INT, Calif.	Fairgrounds INT, Calif.	
	NE-bound	12000
	SE-bound	4000
Fairgrounds INT, Calif.	Daggett, Calif. LFR	12000
Daggett, Calif. LFR	Las Vegas, Nev. LFR	9500
Las Vegas, Nev. LFR	Enterprise, Utah LFR	10000
Enterprise, Utah LFR	Delta, Utah LFR	11,000
Delta, Utah LFR	*Salt Lake City, Utah LFR	12000
*10000 - MCA Salt Lake City LFR, S-bound		
Riverton, Calif. FM	Salt Lake City, Utah LFR N-bound only	11000
Salt Lake City, Utah LFR	Ogden, Utah LFR	6500
*Ogden, Utah LFR	Malad City, Idaho LFR	11,000
*9000 - MCA Ogden LFR, N-bound		
Malad City, Ida. LFR	*Pocatello, Ida. LFR	11000
*8700 - MCA Pocatello LFR, S-bound		
Pocatello, Idaho LFR	Idaho Falls, Idaho LFR	7500
Idaho Falls, Idaho LFR	Dubois, Idaho LFR	7500
*Dubois, Idaho LFR	Dillon, Mont. LFR	11,500
*10,000 - MCA Dubois LFR, N-bound		
Dillon, Mont. LFR	*Whitehall, Mont. LFR	10500
*9300 - MCA Whitehall LFR, N-bound		

AMBER CIVIL AIRWAY 2 - cont'd.

FROM	TO	MEA
Whitehall, Mont. LFR	Helena, Mont. LFR	10,500
Helena, Mont. LFR	Craig INT, Mont.	9500
Craig INT, Mont.	*Great Falls, Mont. LFR	8500
*6,600 - MCA Great Falls LFR, SW-bound		
Great Falls, Mont. LFR	Cut Bank, Mont. LFR	6000
Cut Bank, Mont. LFR	Lethbridge, Can. LFR	6000
Snag, Y.T., Can. LFR	Northway, Alas. LFR	6400
Northway, Alas. LFR	Big Delta, Alas. LFR	8000
Big Delta, Alas. LFR	Chena INT, Alas.	5000
Chena INT, Alas.	Fairbanks, Alas. LFR	2400
Fairbanks, Alas. LFR	Beetles, Alas. LFR	5500
Beetles, Alas. LFR	*Umiat, Alas. LF/RBN	9800
*5000 - MCA Umiat LF/RBN, S-bound		
Umiat, Alas. LF/RBN	Point Barrow, Alaska LF/RBN	3000

§610.103 AMBER CIVIL AIRWAY 3

FROM	TO	MEA
Harrington Ranch INT, N. Mex.	Truth or Consequences, N. Mex. LFR	10,000
Truth or Consequences, New Mex. LFR	Belen, New Mex. LF/RBN	10,000
Belen, New Mex. LF/RBN	Albuquerque, New Mex. LFR	8000
Tapia INT, New Mex.	Las Vegas, New Mex. LFR	9600
Las Vegas, N. Mex. LFR	*Trinidad, Colo. LFR	11000
*10000 - MCA Trinidad LFR, S-bound		
Trinidad, Colo. LFR	Pueblo, Colo. LFR	7500
Pueblo, Colo. LFR	Colorado Springs, Colo. LF/RBN	
	S-bound	7000
	N-bound	8000
Colorado Springs, Colo. LF/RBN	Denver, Colo. LFR	8900
Denver, Colo. LFR	Cheyenne, Wyo. LFR	7500
Cheyenne, Wyo. LFR	Diamond INT, Wyo.	7500
Diamond INT, Wyo.	Casper, Wyo. LFR	7500
Casper, Wyo. LFR	Ucross INT, Wyo.	7500
Ucross INT, Wyo.	Sheridan, Wyo LFR	7000
Sheridan, Wyo. LFR	Billings, Mont. LFR	8000
Billings, Mont. LFR	Lavina, Mont. FM N-bound	8000
Lavina, Mont. FM	Billings, Mont. LFR S-bound	6000
Lavina, Mont. FM	Lewistown, Mont. LFR	8000
Lewistown, Mont. LFR	*Great Falls, Mont. LFR	9000
*6800 - MCA Great Falls LFR, E-bound		

§610.104 AMBER CIVIL AIRWAY 4

FROM	TO	MEA
Brownsville, Tex. LFR	Kingsville INT, Tex.	1300
Kingsville INT, Tex.	Alice, Tex. LFR	1400
Alice, Tex. LFR	Losoya INT, Tex.	1800
Losoya INT, Tex.	San Antonio, Tex. LFR	2200
San Antonio, Tex. LFR	Cibolo Creek INT Tex.	2400
Cibolo Creek INT, Tex.	Austin, Tex. LFR	2600
Austin, Tex. LFR	Belton INT, Tex.	2000
Belton INT, Tex.	Waco, Tex. LFR	2100
Waco, Tex. LFR	Clifton INT, Tex.	2000
Clifton INT, Tex.	Stadium INT, Tex.	2100
Stadium INT, Tex.	Ft. Worth, Tex. LFR	2200
Ft. Worth, Tex. LFR	Decatur INT, Tex.	2000
Decatur INT, Tex.	Saint Jo INT, Tex.	2400
Saint Jo INT, Tex.	Ringling INT, Okla.	2000
Ringling INT. Okla.	Oklahoma City, Okla. LFR	2500
Oklahoma City. Okla. LFR	Shawnee INT, Okla.	2700
Shawnee INT, Okla.	Tulsa, Okla. LFR	2400
Tulsa, Okla. LFR	Verdigris INT, Okla.	1900
Verdigris INT, Okla.	Claremore INT, Okla.	2000
Claremore INT, Okla.	Chanute, Kans. LFR	2200
Chanute, Kans. LFR	Baldwin City, INT, Kans.	2300
Kansas City, Mo. LFR	Glenwood INT, Nebr.	2500
Glenwood INT, Nebr.	Omaha, Nebr. LFR	2700
Omaha, Nebr. LFR	Sioux City, Iowa LFR	2500
Sioux City, Iowa LFR	Sioux Falls, S. Dak. LFR	3000
Sioux Falls, S. Dak. LFR	Huron, S. Dak. LFR	2800
Huron, S Dak. LFR	Aberdeen, S. Dak. LFR	2500
Aberdeen, S. Dak. LFR	Bismarck, N. Dak. LFR	3500
Bismarck, N. Dak. LFR	Minot, N. Dak. LFR	3400

§610.105 AMBER CIVIL AIRWAY 5

FROM	TO	MEA
Grand Isle, La. LFR	New Orleans, La. LFR	1400
New Orleans, La. LFR	Jackson, Miss. LFR	2000
Jackson, Miss. LFR	Greenwood, Miss. LFR	1700
Greenwood, Miss. LFR	Nesbitt INT, Tenn.	1800
Nesbitt INT, Tenn.	Memphis, Tenn. LFR	1500

AMBER CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Memphis, Tenn. LFR	Cuba INT, Tenn.	2300
Cuba INT, Tenn.	Advance, Mo. LFR	2000
Advance, Mo. LFR	Waterloo INT, Mo.	2000
Waterloo INT, Mo.	St. Louis, Mo. LFR	2200
St. Louis, Mo. LFR	Jerseyville INT, Ill.	2000
Jerseyville INT, Ill.	Springfield, Ill. LFR	1900
*Springfield, Ill. LFR	Pontiac INT, Ill.	2000
*2000 MCA Springfield LFR, NE-bound		
Pontiac INT, Ill.	Joliet, Ill. LFR	2000
Joliet, Ill. LFR	Downers Grove INT, Ill.	2300
Downers Grove INT, Ill.	Wilson INT, Ill.	2300
Wilson INT, Ill.	INT E crs Rockford, & S crs Milwaukee, Wis. LFR	2500
INT E crs Rockford & S crs Milwaukee, Wis. LFR	Milwaukee, Wis. LFR	2100

§610.106 AMBER CIVIL AIRWAY 6

FROM	TO	MEA
Jacksonville, Fla. LFR	Alma, Ga. LFR	1600
Alma, Ga. LFR	Macon, Ga. LFR	1600
Macon, Ga. LFR	Atlanta, Ga. LFR	2200
Atlanta, Ga. LFR	Smyrna INT, Ga.	3000
Smyrna INT, Ga.	Cartersville INT Ga.	3000
Cartersville INT Ga.	Chattanooga, Tenn. LFR	4000
Chattanooga, Tenn. LFR	Nashville, Tenn. LFR	4000
Nashville, Tenn. LFR	Green Brier INT, Tenn.	3000
Green Brier INT, Tenn.	Bowling Green, Ky. LFR	2000
Bowling Green, Ky. LFR	Louisville, Ky. LFR	2200
Louisville, Ky. LFR	Union, Ky. FM	2400
Union, Ky. FM	Cincinnati, Ohio LFR	2400
Cincinnati, Ohio LFR	W. Jefferson INT Ohio	2200
Columbus, Ohio LFR	A Beam Mansfield, Ohio LF/RBN	2500
A Beam Mansfield Ohio LFR	Brighton INT, Ohio	2500
Brighton INT, Ohio	Elyria, Ohio LF/RBN	2200
Parkman INT, Ohio	Perry, Ohio LF/RBN	2500
Perry, Ohio LF/RBN	Clear Creek, Ont. LFR	2000

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§610.107 AMBER CIVIL AIRWAY 7

FROM	TO	MEA
Key West,Fla.LFR	Marathon,Fla. LF/RBN	1300
Marathon,Fla. LF/RBN	Homestead,Fla. LF/RBN	1100
Homestead,Fla. LF/RBN	Miami,Fla.LFR	1200
Miami, Fla. LFR	Bayshore INT,Fla.	1400
Bayshore INT, Fla.	W. Palm Beach, Fla. LFR	1500
W. Palm Beach, Fla. LFR	Melbourne, Fla. LFR	1300
Melbourne, Fla. LFR	Daytona Beach, Fla. LFR	1300
Daytona Beach, Fla. LFR	Jacksonville,Fla. LFR	1500
Jacksonville,. Fla. LFR	Savannah, Ga. LFR	1300
Savannah, Ga. LFR	Charleston, S. C. LFR	1500
Charleston,S.C. LFR	Florence,S.C.LFR	1300
Florence,S.C.LFR	Raleigh,N.C.LFR	2000
Raleigh, N. C. LFR	Brodnax INT, Va.	1800
Brodnax INT, Va.	Richmond, Va. LFR	1500
Richmond, Va. LFR	Washington, D. C. LFR	1500
Washington,D.C. LFR	Relay INT,Md.	1600
Relay INT, Md.	Loch Raven INT, Md.	1800
Loch Raven INT, Md.	Boothwyn INT, Pa.	1800
Boothwyn INT, Pa.	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	N. Philadelphia, Pa. LFR	1800
N. Philadelphia, Pa. LFR	Newark, N. J. LFR	1500
Newark, N. J. LFR	Little Ferry INT, N. Y.	2500
Little Ferry INT, N. Y.	Port Chester INT, N. Y.	1900
Port Chester INT, N. Y.	Meriden INT, Conn.	2000
Meriden INT, Conn.	Hartford, Conn. LFR	2000
Hartford, Conn. LFR	Woodstock INT, Conn. N-bound	2400
Woodstock INT, Conn.	Hartford, Conn. LFR, S-bound	2000
Woodstock INT, Conn.	Bedford, Mass. LF/RBN	2400
Bedford, Mass. LF/RBN	Boston, Mass. LFR	1700
Boston, Mass. LFR	INT SE crs Concord, N.H. & N crs Boston, Mass. LFR	1300
INT SE crs Concord, N.H. & N crs Boston, Mass. LFR	Portland, Me. LFR	1700

AMBER CIVIL AIRWAY 7 - cont'd.

FROM	TO	MEA
Portland, Me. LFR	Augusta, Me. LFR	1800
Augusta, Me. LFR	Millinocket, Me. LFR	2500
Millinocket, Me. LFR	St. Croix INT, Me.	3500
St. Croix INT, Me.	Presque Isle, Me. LFR	2500
Presque Isle, Me. LFR	U.S. Canada Border LFR	3500

§610.108 AMBER CIVIL AIRWAY 8

FROM	TO	MEA
Los Angeles, Calif. LFR	*Malibu INT, Calif.	2000
*Malibu INT, Calif.	Camarillo, Calif. LFR	5000
*3500 - MCA Malibu INT, NW-bound		
Camarillo, Calif. LFR	Santa Barbara, Calif. LFR SE-bound only	4000
	NW-bound	6000
Santa Barbara, Calif. LFR	Bradley INT, Calif.	7000
Golden Gate INT, Calif.	Richmond INT, Calif.	4000
Richmond INT, Calif.	*Travis AFB, Calif. LFR	3000
*3000 - MCA Travis AFB, SW-bound		
Travis AFB, Calif. LFR	INT NE crs Travis AFB, Calif. & NW crs Sacramento, Calif. LFR	2000
Red Bluff, Calif. LFR	Whitmore, Calif. LFR	6000
Whitmore, Calif. LFR	Red Bluff, Calif. LFR S-bound only	5000
*Whitmore, Calif. LFR	Klamath Falls, Ore. LFR	10,000
*7000 - MCA Whitmore LFR, N-bound		
Tennant INT, Calif.	Klamath Falls, Ore. LFR N-bound only	9000
Klamath Falls, Ore. LFR	Redmond, Ore. LFR	10,000
Redmond,Ore.LFR	*The Dalles,Ore.LFR	7000
*6000 - MCA The Dalles LFR, N-bound		
The Dalles,Ore. LFR	Saw Mill INT,Wash.	8000
Saw Mill INT, Wash.	Yakima,Wash.LFR SW-bound	6000
	NE-bound	4000
Yakima, Wash. LFR	INT NW Yakima & S Ellensburg, Wash. LFR	4500
INT NW Yakima & S Ellensburg, Wash. LFR	Ellensburg, Wash. LFR	5500

§610.109 AMBER CIVIL AIRWAY 9

FROM	TO	MEA
Charleston,S.C. LFR	Myrtle Beach,S.C. LF/RBN	1300
Myrtle Beach, S. C. LF/RBN	Wilmington, N. C. LF/RBN	1400
Wilmington, N. C. LF/RBN	New Bern, N. C. LF/RBN	1300
New Bern,N.C. LF/RBN	Harrellsville INT, N. C.	1200
Harrellsville INT, N.C.	Norfolk,Va.LFR	1400

§610.110 AMBER CIVIL AIRWAY 10

FROM	TO	MEA
South Honolulu INT, T.H.	Honolulu, T.H. LFR N-Bound	5000
	S-Bound	1000

§610.111 AMBER CIVIL AIRWAY 11

FROM	TO	MEA
South Maui INT, T. H.	Maui, T.H. LFR N-bound	6000
	S-bound	1000
Maui, T.H. LFR	North Maui INT, T.H.	8000

§610.112 AMBER CIVIL AIRWAY 12

FROM	TO	MEA
25 Mi. South of Hilo, T.H. LFR	Hilo, T.H. LFR	4000
Hilo, T.H. LFR	Kuku Point INT, T.H. N-bound	3000
	S-bound	4000
Kuku Point INT, T.H.	North Hilo INT, T.H.	1000

§610.113 AMBER CIVIL AIRWAY 13

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	INT N crs Baltimore & SW crs Philadelphia, Pa. LFR	2000
INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	N. Philadelphia, Pa. LFR	1800
N. Philadelphia, Pa. LFR	Newark, N. J. LFR	1500

§610.114 AMBER CIVIL AIRWAY 14

FROM	TO	MEA
Riverdale, Md. LF/RBN	Ellicott City INT Md.	2000
Ellicott City INT Md.	Westminister INT Md.	2000
Westminister INT Md.	Lancaster, Pa. LF/RBN	2000
Willow Grove, Pa. LFR	Belle Mead INT, N. J.	1700
Belle Mead INT, N. J.	Chatham, N. J. LF/RBN	2000

§610.115 AMBER CIVIL AIRWAY 15

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	INT N crs Baltimore & SW crs Philadelphia, Pa. LFR	2000
INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	Mt. Holly INT, N. J.	1800
Mt. Holly INT, N. J.	Freehold INT, N. J.	1500
Freehold INT, N. J.	Idlewild, N. Y. LFR	1500

§610.119 AMBER CIVIL AIRWAY 19

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	2000
INT N crs Baltimore, Md. & SW crs Philadelphia, Pa. LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	Mt. Holly INT, N. J.	1800
Mt. Holly INT, N. J.	Freehold INT, N. J.	1500
Freehold INT, N. J.	Flatbush INT, N. Y.	1500
Flatbush INT, N. Y.	LaGuardia, N. Y. LFR	2500

§610.201 RED CIVIL AIRWAY 1

FROM	TO	MEA
Kelly,Tex.LFR	Medina INT,Tex.	2700
Medina INT,Tex.	C.B. Ranch INT, Tex.	3500
C.B.Ranch INT, Tex.	Big Spring,Tex.LFR	4000

§610.202 RED CIVIL AIRWAY 2

FROM	TO	MEA
Ucross INT,Wyo.	Wright INT,Wyo.	7000
Wright INT, Wyo.	*Rapid City, S. Dak. LFR	9000
*7000 - MCA Rapid City LFR, W-bound		

§610.203 RED CIVIL AIRWAY 3

FROM	TO	MEA
Philipsburg, Pa. LFR	Harrisburg, Pa. LFR	4000
Philadelphia, Pa. LFR	Mt.Holly INT, N.J.	1800
Mt.Holly INT,N.J.	Freehold INT,N.J.	1500
Freehold INT,N.J.	Flatbush INT,N.Y.	1500
LaGuardia, N.Y. LFR	Port Chester INT, N. Y.	1800

§610.204 RED CIVIL AIRWAY 4

FROM	TO	MEA
LasVegas,N.M. LFR	Cuervo INT,N.M.	9500

§610.205 RED CIVIL AIRWAY 5

FROM	TO	MEA
Sioux Falls, S.D. LFR	Minneapolis, Minn. LFR	3000
Jordan, Minn. FM	Minneapolis, Minn LFR E-bound only	2500

§610.206 RED CIVIL AIRWAY 6

FROM	TO	MEA
Denver,Colo. LFR	Akron, Colo. LFR	6600
Akron, Colo. LFR	North Platte, Nebr. LFR	5500
North Platte, Nebr. LFR	Grand Island, Nebr. LFR	4100
Grand Island, Nebr. LFR	Lincoln, Nebr. LFR	3200
Lincoln,Nebr. LFR	Omaha, Nebr. LFR	2700

§610.207 RED CIVIL AIRWAY 7

FROM	TO	MEA
Greenville,S.C. LFR	Beacon 14 INT,S.C.	3000
Beacon 14 INT, S.C.	Spartanburg,S.C. LFR	2800
Spartanburg, S.C. LFR	Charlotte, N.C. LFR	2800
Charlotte, N.C. LFR	Mooresville INT, N.C.	2500
Winston-Salem, N.C. LFR	Greensboro, N.C. LFR	2400

§610.208 RED CIVIL AIRWAY 8

FROM	TO	MEA
Rushville INT, Ind.	Liberty INT,Ohio	2200
*Liberty INT, Ohio	**Wright - Patterson AFB Ohio LFR	3000

*3000 - MCA Liberty INT, E-bound
**3000 - MCA Wright-Patterson AFB LFR, W-bound

Wright-Patterson AFB, Ohio LFR	Lockbourne INT, Ohio	2200
Lockbourne INT, Ohio	Zanesville, Ohio LF/RBN	2400
Zanesville, Ohio LF/RBN	Bergholz, Ohio LF/RBN	2500
Bergholz, Ohio LF/RBN	Butler, Pa. LF/RBN	2500
Butler, Pa. LF/RBN	Brookville, Pa. LF/RBN	3600
Brookville, Pa. LF/RBN	Lock Haven INT, Pa.	4400
Lock Haven INT, Pa.	Williamsport, Pa. LFR	3500
Williamsport, Pa. LFR	Plymouth INT, Pa.	4000
Plymouth INT, Pa.	Stroudsburg INT. Pa.	3500
Stroudsburg INT, Pa.	Newark, N.J. LFR	2700

§610.209 RED CIVIL AIRWAY 9

FROM	TO	MEA
*San Diego,Calif. LFR	**El Centro,Calif. LFR	8000

*3000 - MCA San Diego LFR, E-bound
**4000 - MCA El Centro LFR, W-bound

Barrett Lake, Calif. FM	Jamul,Calif.LF/RBN W-bound only	6000
Jamul,Calif. LF/RBN	San Diego,Calif.LFR W-bound only	4500
El Centro, Calif. LFR	Yuma, Ariz. LFR	3000
Yuma, Ariz. LFR	Gila Bend, Ariz. LFR	4000
Gila Bend, Ariz. LFR	Casa Grande INT, Ariz.	5000

§610.210 RED CIVIL AIRWAY 10

FROM	TO	MEA
Amarillo, Tex. LFR	Clarendon, Tex. LFR	4700
Clarendon, Tex. LFR	Wichita Falls, Tex. LFR	3900
Wichita Falls, Tex. LFR	Alvord INT, Tex.	2300
Alvord INT, Tex.	Justin INT, Tex.	2100
Justin INT, Tex.	Dallas, Tex. LFR	2200
Dallas, Tex. LFR	Hainsville INT, TEX.	2000
Hainsville INT, Tex.	Shreveport, La. LFR	1900
Shreveport, La. LFR	Minden INT, La.	1500
Minden INT, La.	Monroe, La. LFR	1800
Monroe, La. LFR	Jackson, Miss. LFR	1500
Jackson, Miss. LFR	Meridian, Miss. LFR	2000
Meridian, Miss. LFR	Birmingham, Ala. LFR E-bound	2500
Birmingham, Ala. LFR	Meridian, Miss. LFR W-bound	2000
Birmingham,Ala. LFR	Eden INT,Ala.	3000
Eden INT,Ala.	Tallapoosa INT,Ga.	4000
Tallapoosa INT, Ga.	Atlanta,Ga.LFR	2700
Atlanta, Ga. LFR	Thomson INT, Ga.	2300
Thomson INT, Ga.	Augusta, Ga. LFR E-bound only	2000
Aiken, S.C. LF/RBN	Charleston, Ga. LFR	1500

§610.211 RED CIVIL AIRWAY 11

FROM	TO	MEA
Int.124-304 M brg. Enid(Vance) LF/RBN & NE crs. Gage LFR	Enid(Vance),Okla. LF/RBN	2600
Enid(Vance),Okla. LF/RBN	Mulhall INT,Okla.	2600
Claremore INT, Okla.	Springfield,Mo.LFR	2500
Springfield, Mo. LFR	Vichy, Mo. LF/RBN	2600
Vichy, Mo.LF/RBN	St. Peters INT,Mo.	2200

RED CIVIL AIRWAY 11 - cont'd.

FROM	TO	MEA
INT S crs Indianapolis, Ind. & W crs Louisville, Ky. LFR	Louisville, Ky. LFR	2100
Louisville, Ky. LFR	Georgetown INT, Ky.	2400
Albany, N.Y. LFR	Greenfield INT, Mass.	5500
Grafton, N.Y.FM	Albany, N.Y. LFR W-bound only	3000
Greenfield INT, Mass.	Gardner INT, Mass.	3000
Gardner INT,Mass.	Bedford INT,Mass.	3000
Boston, Mass. LFR	E. Boston INT, Mass.	1500

§610.212 RED CIVIL AIRWAY 12

FROM	TO	MEA
Joliet, Ill. LFR	Int. NE crs Joliet, Ill. LFR & W crs South Bend. Ind. LFR	2000
Int. NE crs Joliet, Ill.LFR & W crs South Bend, Ind. LFR	South Bend, Ind. LFR	2100
South Bend, Ind. LFR	Union INT, Mich.	2000
Union INT, Mich.	*Manchester INT, Mich.	2400

*2300 - MCA Manchester INT, W-bound

Manchester INT, Mich.	Detroit, Mich. LFR	2000
U.S. Canada Boundary	Erie, Pa. LFR	2000

§610.213 RED CIVIL AIRWAY 13

FROM	TO	MEA
Wheeling, W.Va. LF/RBN	Clinton, Pa. LF/RBN	2700
Clinton, Pa. LF/RBN	Butler, Pa. LF/RBN	2500
Butler, Pa. LF/RBN	Ford INT, Pa.	3000
Ford INT, Pa.	Philipsburg, Pa. LFR	4000
Wilkes-Barre, Pa. LFR	Stewart, N.Y. LF/RBN	3500
Stewart, N.Y. LF/RBN	Poughkeepsie, N.Y. LFR	3000
Poughkeepsie, N.Y. LFR	Hartford, Conn. LFR	3000
Hartford, Conn. LFR	Moosup INT, Conn.	2000
Moosup INT, Conn.	Providence, R.I. LFR	1600
Providence,R.I. LFR	Bedford,Mass. LF/RBN	1800

§610.214 RED CIVIL AIRWAY 14

FROM	TO	MEA
Lone Rock Int, Wis.	Avon INT, Wis.	2700
Avon INT, Wis.	Rockford, Ill. LFR	2300

RED CIVIL AIRWAY 14 - cont'd.

FROM	TO	MEA
Rockford, Ill. LFR	Aurora INT, Ill.	2100
Aurora INT, Ill.	Chicago, Ill. LFR	2300
Chicago,Ill.LFR	Rensselaer INT, Ind.	2000
Rensselaer INT, Ind.	Halsmer INT,Ind.	2300
Halsmer INT,Ind.	Indianapolis,Ind. LFR	2100
Indianapolis, Ind. LFR	Lanesville INT, Ind.	2200

§610.215 RED CIVIL AIRWAY 15

FROM	TO	MEA
Tonopah,Nev.LFR	Fallon,Nev.LFR	11000
Fallon,Nev.LFR	Wadsworth INT,Nev.	10000
Las Vegas, Nev. LFR	Willow Beach, INT Ariz.	8000
Willow Beach INT, Ariz.	Prescott, Ariz. LFR	10,000
Prescott, Ariz. LFR	Phoenix, Ariz. LFR	10,000

§610.216 RED CIVIL AIRWAY 16

FROM	TO	MEA
Tallahassee,Fla. LFR	Albany, Ga. LFR	1600
Albany, Ga. LFR	Macon, Ga. LFR	1600
Augusta, Ga. LFR	Columbia,S.C. LFR	2000
Columbia,S.C.LFR	Coward INT,S.C.	1900
Coward INT,S.C.	Florence,S.C.LFR	1300
Florence,S.C.LFR	Lumberton,N.C. LF/RBN	1500
Lumberton,N.C. LF/RBN	Raleigh,N.C.LFR	2000

§610.217 RED CIVIL AIRWAY 17

FROM	TO	MEA
Waterloo INT, Ill.	Scott AFB, Ill. LFR	2000
Scott AFB, Ill. LFR	St.Elmo INT, Ill.	1900
Chanute, Ill. LFR	Rensselaer INT, Ill.	1900
Ft.Wayne, Ind. LFR	Findlay, Ohio LF/RBN	2100
Findlay, Ohio LF/RBN	Mansfield, Ohio LF/RBN	2500
Mansfield, Ohio LF/RBN	Bergholz, Ohio LF/RBN	2500
Bergholz, Ohio LF/ RBN	Pittsburgh, Pa. LFR	2700
McKeesport, Pa. LF/RBN	Johnstown, Pa. LF/RBN	4500
Martinsburg, W. Va. LFR	Lisbon INT, Md.	3000
Lisbon INT, Md.	Relay INT, Md.	2000
Relay INT, Md.	Baltimore,Md. LFR	1500
Baltimore, Md. LFR	INT E crs Baltimore & SW crs Millville, N.J. LFR	1500

§610.218 RED CIVIL AIRWAY 18

FROM	TO	MEA
Greenfield INT, Ind.	Cincinnati, Ohio LFR	2300
Cincinnati, Ohio LFR	Huntington, W. Va. LF/RBN	2300
Huntington, W. Va. LF/RBN	Charleston, W. Va. LFR	2500
Charleston, W.Va. LFR	Elkins, W.Va. LFR	5700
Flat Woods INT, W. Va.	Charleston, W.Va. LFR W-bound only	3700
Elkins, W. Va. LFR	Petersburg INT, W. Va.	6800
Petersburg INT, W. VA.	Front Royal, Va. LFR	5300
Front Royal, Va. LFR	Ashburn INT, Va.	4000
Ashburn INT, Va.	Herndon INT, Va.	3000

§610.219 RED CIVIL AIRWAY 19

FROM	TO	MEA
Traverse City, Mich. LFR	Gladwin, Mich. LF/RBN	2500
Gladwin, Mich. LF/RBN	Saginaw, Mich. LF/RBN	2000
Saginaw, Mich. LF/RBN	Flint, Mich. ILS/LOM	2200
Flint, Mich. ILS/LOM	White Lake INT, Mich.	2200
White Lake INT, Mich.	Detroit, Mich. LFR	2500
Detroit, Mich. LFR	So.Bass INT, Ohio	2300
So.Bass INT, Ohio	Sandusky INT, Ohio	1900
Sandusky INT, Ohio	INT Se crs Detroit, & W crs Akron LFR	2300
INT SE crs Detroit & W crs Akron LFR	Akron, Ohio LFR	2500
Remington INT, Va.	Quantico, Va. LFR	2000
INT N crs Richmond, Va. & NW crs Tappahannock LFR	Gwynn INT, Va.	1500
Gwynn INT, Va.	Norfold, Navy Va. LFR	1500

§610.220 RED CIVIL AIRWAY 20

FROM	TO	MEA
Lansing, Mich. LFR	Flint, Mich. ILS/LOM	2400
Flint, Mich. ILS/LOM	Goodrich INT, Mich.	2200
Goodrich INT, Mich.	*Windsor, Ont. Can.	2300
*For that airspace over U.S. territory		
Windsor, Ont., Can. LFR	Cleveland, Ohio LFR	1900
Cleveland, Ohio LFR	Akron, Ohio LFR	3000
Akron, Ohio LFR	Columbiana INT, Ohio	2500
Columbiana INT, Ohio	Pittsburgh, Pa. LFR	2600

RED CIVIL AIRWAY 20 - cont'd.

FROM	TO	MEA
Pittsburgh, Pa. LFR	*Mt. Pleasant INT, Pa.	3000
*4000 - MCA Mt. Pleasant INT, E-bound		
Mt. Pleasant INT, Pa.	Flint Stone INT, Md.	4500
Flint Stone INT, Md.	Martinsburg, W. Va. LFR	4000
Martinsburg, W. Va. LFR	Herndon INT, Va.	3000
Herndon INT, Va.	Washington, D.C. LFR	1800
Washington, D.C. LFR	Huntington INT, Md.	1500
Huntington INT, Md.	Meekins Neck INT, Md.	1500

§610.221 RED CIVIL AIRWAY 21

FROM	TO	MEA
Huntington INT, N.Y.	Bridgeport, Conn. LFR	1500
Bridgeport, Conn. LFR	Int. NE crs Bridgeport, Conn. LFR & SE crs Hartford, Conn. LFR	2000
New London INT, Conn.	Wyoming INT, R.I.	1700
Wyoming INT, R.I.	Providence, R.I. LFR	1600
Providence, R.I. LFR	Squantum, Mass. LFR	2000
Squantum, Mass. LFR	E.Boston INT, Mass.	1500

§610.222 RED CIVIL AIRWAY 22

FROM	TO	MEA
Selfridge, Mich. LFR	INT SE crs Selfridge & U.S. Canadian Boundary LFR	1700
U.S. Canadian Boundary LFR	Buffalo, N.Y. LFR	2100
Buffalo, N.Y. LFR	Rochester, N.Y. LFR	2000
Syracuse, N.Y. LFR	Utica, N.Y. LFR	1900
Utica, N.Y. LFR	Starkville INT, N.Y.	3000

§610.223 RED CIVIL AIRWAY 23

FROM	TO	MEA
*Lakehead, Can. LFR	Houghton, Mich. LFR	2800
*For that airspace over U.S. Territory		
Houghton, Mich. LFR	Grand Marais, Mich. LFR	2500
Grand Marais, Mich. LFR	Sault Ste. Marie, Mich. LFR	2500
Sault Ste. Marie, Mich. LFR	U.S. Canadian Border LFR	2500
U.S. Canadian Border LFR	Buffalo, N.Y. LFR	2000
Buffalo, N.Y. LFR	Dansville, N.Y. LF/RBN	3500
Dansville, N.Y. LF/RBN	Elmira, N.Y. LFR	3500

RED CIVIL AIRWAY 23 - cont'd.

FROM	TO	MEA
Elmira, N.Y. LFR	Branchville INT, N.J.	3500
Branchville INT, N.J.	Paterson N.J. LF/RBN	3000
Paterson, N.J. LF/RBN	LaGuardia, N.Y. LFR	1700
LaGuardia, N.Y. LFR	St. James INT, N.Y.	1500

§610.224 RED CIVIL AIRWAY 24

FROM	TO	MEA
Amarillo, Tex. LFR	Alanreed INT, Tex.	4700
Alanreed INT, Tex.	Bessie INT, Okla.	4000
Bessie INT, Okla.	Oklahoma City, Okla. LFR	2900

§610.225 RED CIVIL AIRWAY 25

FROM	TO	MEA
U.S. Canadian Border	Kokadjo INT, Me.	5000
Kokadjo INT, Me.	East Dover INT, Me.	6000

§610.226 RED CIVIL AIRWAY 26

FROM	TO	MEA
Matoca INT, Va.	Waverly, Va. LFR	1500
Waverly, Va. LFR	Corapeake INT, Va.	1400

§610.227 RED CIVIL AIRWAY 27

FROM	TO	MEA
INT S crs Atlanta NAS, Ga. & NE crs Campbellton, Ga. LFR	Atlanta NAS, Ga. LFR	3000
Atlanta NAS, Ga. LFR	Knoxville, Tenn. LFR	7000
Knoxville, Tenn. LFR	Corbin, Ky. VAR	4700
Corbin, Ky. VAR	Lexington, Ky. LF/RBN	3600
Lexington, Ky. LF/RBN	INT 358 T from Lexington LF/RBN & E crs Louisville, Ky. LFR	2300
Toledo, Ohio LFR	Dundee INT, Mich.	2100
Dundee INT, Mich.	Ann Arbor INT, Mich.	2000

§610.228 RED CIVIL AIRWAY 28

FROM	TO	MEA
Rockford, Ill. LFR	Wauconda INT, Ill.	2500
Wauconda INT, Ill.	Chicago, Ill. LFR	2500
Chicago, Ill. LFR	Benton Harbor INT, Mich.	2500
Benton Harbor INT, Mich.	Bangor INT, Mich.	1900
Bangor INT, Mich.	Grand Rapids, Mich. LFR	2200
Lansing, Mich. LFR	Int. 309-129 M brg. Lansing LFR & W crs. Detroit-Romulus LFR	2900

§610.229 RED CIVIL AIRWAY 29

FROM	TO	MEA
INT SW crs Elmira & N crs Williamsport, Pa. LFR	Williamsport, Pa. LFR	4000
Williamsport, Pa. LFR	Harrisburg, Pa. LFR	3500
Harrisburg, Pa. LFR	Westminister INT, Md.	2500
Westminister INT, Md.	Ellicott INT, Md.	2000
Baltimore, Md. LFR	INT S crs Baltimore & SE crs Andrews, Md. LFR	1500

§610.230 RED CIVIL AIRWAY 30

FROM	TO	MEA
Shreveport, La. LFR	Converse INT, La.	1600
Converse INT, La.	Alexandria, La. LFR	1500
Alexandria, La. LFR	Baton Rouge, La. LFR	1500
Baton Rouge, La. LFR	New Orleans, La. LFR	1500
New Orleans, La. LFR	Horn INT, Miss.	1400
Horn INT, Miss.	Bon Secour INT, Ala.	1100
Bon Secour INT, Ala.	Whiting, Fla. LFR	2000
Whiting, Fla. LFR	Crestview, Fla. LFR	1400
Crestview, Fla. LFR	Marianna INT, Fla.	1400
Marianna INT, Fla.	Tallahassee, Fla. LFR	1500
Tallahassee, Fla. LFR	Lee INT, Fla.	1500
Lee INT, Fla.	Suwannee INT, Fla.	1200
Suwannee INT, Fla.	Jacksonville, Fla. LFR	1300

§610.231 RED CIVIL AIRWAY 31

FROM	TO	MEA
Egbert INT, Wyo.	Scottsbluff, Nebr. LFR	6600
Scottsbluff, Nebr. LFR	Rapid City, S. D. LFR	5700
Rapid City, S. D. LFR	INT E crs Rapid City & SW crs Pierre, S. D. LFR	4400
INT E crs Rapid City & SW crs Pierre, S. D. LFR	Pierre, S. D. LFR	3500
Pierre, S. D. LFR	Virgil INT, S. D.	3300
Virgil INT, S. D.	Huron, S. D. LFR	2500
Minneapolis, Minn. LFR	Stanton, Minn. LF/RBN	2200
Stanton, Minn. LF/RBN	LaCrosse, Wis. LFR	2600

§610.232 RED CIVIL AIRWAY 32

FROM	TO	MEA
Laredo, Tex. LFR	Kelly, Tex. LFR	2000
Kelly, Tex. LFR	INT W crs San Antonio & NE crs Kelly, Tex. LFR	2200
Austin, Tex. LFR	Smithville, Tex. LF/RBN	2000
Smithville, Tex. LF/RBN	Richmond, Tex. LFR	1600
Richmond, Tex. LFR	Arcola INT, Tex.	1600

§610.233 RED CIVIL AIRWAY 33

FROM	TO	MEA
Buckroe Beach INT Va.	Richmond, Va. LFR	1500
Gordonsville, Va. LFR	Remington INT, Va.	3000
Remington INT, Va.	Arcola, Va. LFR	2400
Arcola,Va.LFR	Westminister INT, Md.	2500
Westminister INT, Md.	Lancaster INT,Pa.	2000
INT E crs Poughkeepsie, N. Y. & SW crs Westover, Mass. LFR	Westover, Mass. LFR	3000
Westover, Mass. LFR	Gardner INT, Mass.	3000

§610.234 RED CIVIL AIRWAY 34

FROM	TO	MEA
Charleston, W. Va. LFR	Pulaski, Va. LFR	6000
Pulaski, Va. LFR	Cove INT, N. C.	6000
*Cove INT, N. C.	Greensboro, N. C. LFR	3000
*4000 - MCA Cove INT, NW-bound		
INT NE crs Greensboro & NW crs Raleigh, N. C. LFR	Raleigh, N. C. LFR	2000
Harrellsville INT N. C.	Weeksville, N. C. LFR	1300

§610.235 RED CIVIL AIRWAY 35

FROM	TO	MEA
Pueblo, Colo. LFR	La Junta, Colo. LFR	6000
La Junta, Colo. LFR	Garden City, Kans. LFR	5500
Garden City, Kans. LFR	Hutchinson, Kans. LFR	4000
Hutchinson, Kans. LFR	Newton INT, Kans.	3300
Newton INT, Kans.	Cassoday INT, Kans.	2700
Cassoday INT, Kans.	Forbes, Kans. LFR	3000
Forbes AFB, Kans. LFR	INT NE crs Forbes & NW crs Kansas City, Kans. LFR	2400

§610.236 RED CIVIL AIRWAY 36

FROM	TO	MEA
Stanton, Minn. LFR	Rochester, Minn. LFR	2800
Rochester, Minn. LFR	La Crosse, Wis. LFR	2600

§610.237 RED CIVIL AIRWAY 37

FROM	TO	MEA
Tyler, Tex. LFR	Hainsville INT, Tex.	1700
Prescott INT, Ark.	Little Rock,Ark. LFR	1800
Little Rock, Ark. LFR	Stuttgart, Ark. LFR	1500
Stuttgart, Ark. LFR	Aubry INT, Ark.	1500
Charleston, W. Va. LFR	Roanoke, Va. LFR	6000
INT 215 - 35 mag. crs Montebello, Va. VOR & W crs. Lynchburg, Va. LFR	Lynchburg, Va. LFR E-bound only	3000
Roanoke,Va.LFR	Lynchburg,Va.LFR	5000
Goodes INT,Va.	Lynchburg,Va.LFR E-bound only	3000
Lynchburg,Va. LFR	Gordonsville,Va. LFR	4000
Sweet Briar INT, Va.	Lynchburg,Va.LFR SW-bound only	3000

§610.238 RED CIVIL AIRWAY 38

FROM	TO	MEA
Mertzon INT, Tex.	San Angelo, Tex. LFR	3500
San Angelo, Tex. LFR	C-B Ranch INT, Tex.	3500
Medina INT,Tex.	Beckmann INT, Tex.	2700
Beckmann INT, Tex.	San Antonio, Tex. LFR	2200

§610.239 RED CIVIL AIRWAY 39

FROM	TO	MEA
Bethel, Alaska LFR	Aniak, Alaska LFR	2300
*Aniak, Alaska LFR	McGrath, Alaska LFR	5800
*3500 - MCA Aniak LFR, NE-bound		
McGrath, Alaska LFR	Minchumina, Alaska, LFR	6800
Minchumina, Alaska LFR	Nenana, Alaska LFR	4800
Nenana, Alaska LFR	Fairbanks, Alaska LFR	3900

§610.240 RED CIVIL AIRWAY 40

FROM	TO	MEA
Kodiak, Alaska LFR	Shuyak, Alaska LF/RBN	4000
Shuyak,Alaska LF/RBN	*Homer,Alaska LFR	6000
*3900 - MCA Homer LFR, S-bound		
Homer,Alaska LFR	Skilak INT,Alaska	4000
Skilak INT, Alaska	Anchorage,Alaska LFR	1500

§610.240 RED CIVIL AIRWAY 40 - cont'd.

FROM	TO	MEA
Homer, Alaska LFR	Skilak INT, Alaska	4000
Skilak INT, Alaska	Anchorage, Alaska LFR	1500

§610.241 RED CIVIL AIRWAY 41

FROM	TO	MEA
Cape Spencer INT, Alaska	Gustavus, Alaska LFR	5500
Gustavus,Alaska LFR	Sisters Island, Alaska LF/RBN	4500

§610.242 RED CIVIL AIRWAY 42

FROM	TO	MEA
Sullivan INT, Wis.	Wauconda INT, Wis.	2400
Glenview, Ill. LFR	INT SW crs. Glenview, Ill. & W crs. Chicago, Ill. LFR	2500

§610.243 RED CIVIL AIRWAY 43

FROM	TO	MEA
Wauconda INT, Ill.	Highland Park INT, Ill.	2000
Highland Park INT, Ill.	Momence INT, Ill.	2000

§610.244 RED CIVIL AIRWAY 44

FROM	TO	MEA
*Bellingham,Wash. LFR	Cultus Lake INT, Canada	**8600
*5000 - MCA Bellingham LFR, NE-bound		
**For that airspace over U.S Territory		

§610.245 RED CIVIL AIRWAY 45

FROM	TO	MEA
Blackstone, Va. LFR	Manakin, Va. LF/RBN	1500
Manakin, Va. LF/RBN	Quantico, Va. LFR	1500
Quantico, Va. LFR	Springfield, Va. LF/RBN	1500
Springfield, Va. LF/RBN	McLean INT, Va.	1800
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	Loch Raven INT, Md.	2000
Loch Raven INT, Md.	Lancaster, Pa. LF/RBN	2000

§610.246 RED CIVIL AIRWAY 46

FROM	TO	MEA
U.S.Canadian Border	Minot,N.D. LFR	4000
Minot, N. D. LFR	Jamestown, N. D. LFR	3400

§610.247 RED CIVIL AIRWAY 47

FROM	TO	MEA
Tampa, Fla. LFR	Orlando, Fla. LFR	1700
Orlando, Fla. LFR	Daytona Beach, Fla. LFR	1300

§610.248 RED CIVIL AIRWAY 48

FROM	TO	MEA
Canton INT, Mont.	Sixteen INT, Mont.	11,000
Sixteen INT, Mont.	Livingston, Mont. LFR	
	S-bound	10,000
	N-bound	11,000

§610.249 RED CIVIL AIRWAY 49

FROM	TO	MEA
*Elko, Nev. LFR	Wendover, Utah LFR	12,500
*12,000 - MCA Elko LFR, E-bound		
Wendover, Utah LFR	Salt Lake City, Utah LFR	11,000
*Salt Lake City, Utah LFR	Ft. Bridger, Wyo. LFR	13,000
*12,000 MCA Salt Lake City, LFR, NE-bound		
Ft. Bridger, Wyo. LFR	Kemmerer INT, Wyo.	10,000

§610.250 RED CIVIL AIRWAY 50

FROM	TO	MEA
Galtan INT, Alaska	Tanana, Alaska LFR	3800
Tanana, Alaska LFR	Fairtan INT, Alaska	4000

§610.251 RED CIVIL AIRWAY 51

FROM	TO	MEA
Blackstone,Va.LFR	Dinwiddie INT,Va.	1800
Dinwiddie INT, Va.	Langley, Va. LFR	1500

§610.252 RED CIVIL AIRWAY 52

FROM	TO	MEA
Memphis, Tenn. LFR	Muscle Shoals, Ala. LFR	2000
Muscle Shoals, Ala. LFR	Garden City INT, Ala.	2500

§610.253 RED CIVIL AIRWAY 53

FROM	TO	MEA
*Portland,Ore. LFR	**The Dalles,Ore.LFR	7000
*4000 - MCA Portland LFR, E-bound		
**4500 - MCA The Dalles LFR, W-bound		
The Dalles,Oreg. LFR	Pendleton, Oreg. LFR	4000
Pendleton,Oreg. LFR	Walla Walla,Wash. LFR	5000
Walla Walla, Wash. LFR	Spokane, Wash. LFR	5000

§610.254 RED CIVIL AIRWAY 54

FROM	TO	MEA
*Burley, Ida. LFR	Spring Bay INT, Utah	11,500
*10,000 - MCA Burley LFR. SE-bound		
Spring Bay INT, Utah	Promontory Point, Utah LF/RBN	11,000
Promontory Pt., Utah LF/RBN	Stansbury INT, Utah	
	S-bound	11000
	N-bound	9000

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§610.255 RED CIVIL AIRWAY 55

FROM	TO	MEA
Mid Lake INT, Ill.	South Bend, Ind. LFR	2300
South Bend, Ind. LFR	Goshen, Ind. LFR	2400
Goshen, Ind. LFR	Hicksville INT, Ohio	2800
Hicksville INT, Ohio	Findlay, Ohio LF/RBN	2300
Findlay, Ohio LF/RBN	Columbus, Ohio LFR	2500

§610.256 RED CIVIL AIRWAY 56

FROM	TO	MEA
Delta INT, Calif.	Whitmore, Calif. LFR	8000

§610.257 RED CIVIL AIRWAY 57

FROM	TO	MEA
Des Moines, Iowa LFR	Cedar Rapids, Iowa LF/RBN	2200
Cedar Rapids, Iowa LF/RBN	Moline, Ill. LF/RBN	2100
Moline, Ill. LF/RBN	Rockford, Ill. LFR	2500
Rockford, Ill. LFR	Milwaukee, Wis. LFR	2500
Milwaukee, Wis. LFR	Battle Creek, Mich. LFR	2500
Battle Creek, Mich. LFR	Toledo, Ohio LFR	2200
*Akron, Ohio LFR	Youngstown, Ohio LFR	2500

*2500 - MCA Akron LFR, E-bound

§610.258 RED CIVIL AIRWAY 58

FROM	TO	MEA
Augusta, Me. LFR	Bangor, Me. LFR	2300
Bangor, Me. LFR	U.S. Canadian Boundary LFR	2500

§610.259 RED CIVIL AIRWAY 59

FROM	TO	MEA
Garden City, Kans LFR	INT S crs Garden City & NW crs Gage, Okla. LFR	4300
Int.S crs Garden City LFR & NW crs Gage LFR	Gage, Okla. LFR	4200
Gage, Okla. LFR	Oklahoma City, Okla. LFR	3700

§610.260 RED CIVIL AIRWAY 60

FROM	TO	MEA
Oakland, Calif. LFR	Altamont INT, Calif.	5000
Altamont INT, Calif.	Stockton, Calif. LFR W-bound	4000
	bound	3000
Stockton, Calif. LFR	Peters Calif.	2000
Peters INT, Calif.	*Copper INT, Calif.	3000

*8000 - MCA Copper INT, NE-bound

§610.261 RED CIVIL AIRWAY 61

FROM	TO	MEA
Butler, Pa. LF/RBN	*New Alexandria, Pa. LF/RBN	3000

*4000 - MCA New Alexandria LF/RBN, E-bound

New Alexandria, Pa. LF/RBN	Johnstown, Pa. LF/RBN	4500
Johnstown, Pa. LF/RBN	Flint Stone INT, Md.	4500
Flint Stone INT, Md.	Martinsburg, W. Va. LFR	4000
Martinsburg, W. Va. LFR	Arcola, Va. LFR	3000
Arcola, Va. LFR	Mt. Vernon INT, Va.	1500

§610.262 RED CIVIL AIRWAY 62

FROM	TO	MEA
Mt. Pleasant INT, Pa.	Johnstown, Pa. LF/RBN	4500
Johnstown, Pa. LF/RBN	Altoona, Pa. LFR	4500

§610.263 RED CIVIL AIRWAY 63

FROM	TO	MEA
Bangor INT, Mich.	Battle Creek, Mich. LFR	2200
Battle Creek, Mich. LFR	Jackson, Mich. LF/RBN	2300

§610.264 RED CIVIL AIRWAY 64

FROM	TO	MEA
Dixon INT, B.C.	Annette Island, Alaska LFR	4700

§610.265 RED CIVIL AIRWAY 65

FROM	TO	MEA
*Los Angeles, Calif. LFR	Oceanside, Calif. LF/RBN	4000

*2000 - Minimum crossing altitude at Los Angeles LFR, S-bound

*Oceanside, Calif. LF/RBN	Julian, Calif. LF/RBN E-bound	9000
	W-bound	7000

*5000 - MCA Oceanside LF/RBN, E-bound

Julian, Calif. LF/RBN	Hayfield Lake, Calif. LF/RBN	9000
Salton INT, Calif.	Hayfield Lake, Calif. LF/RBN NE-bound	8000

§610.266 RED CIVIL AIRWAY 66

FROM	TO	MEA
Santa Barbara, Calif. LFR	*Newhall, Calif. LFR	9000

*8000 - MCA Newhall, LFR, W-bound

§610.267 RED CIVIL AIRWAY 67

FROM	TO	MEA
Crestview, Fla. LFR	Dothan, Ala. LFR	1500
Dothan, Ala. LFR	Columbus, Ga. LFR	1700
Columbus, Ga. LFR	Madras INT, Ga.	2400

§610.268 RED CIVIL AIRWAY 68

FROM	TO	MEA
Midland, Tex. LFR	San Angelo, Tex. LFR	4400
San Angelo, Tex. LFR	Paint Rock INT, Tex.	3000
Paint Rock INT, Tex.	Abilene, Tex. LFR	3800
Palo Pinto INT, Tex.	Lipan INT, Tex.	2300
Lipan INT, Tex.	Stadium INT, Tex.	2200
Stadium INT, Tex.	Hensley INT, Tex.	2700
Hensley INT, Tex.	Dallas, Tex. LFR	1900
Duncanville, Tex. LF/RBN	Tyler, Tex. LFR	2000
Tyler, Tex. LFR	Shreveport, La. LFR	2100

§610.269 RED CIVIL AIRWAY 69

FROM	TO	MEA
Midland, Tex. LFR	INT NE crs Midland & W crs Big Spring LFR	4400

§610.270 RED CIVIL AIRWAY 70

FROM	TO	MEA
Midland, Tex. LFR	Lubbock, Tex. LFR	4500

§610.271 RED CIVIL AIRWAY 71

FROM	TO	MEA
Hueco Mt. INT, Tex.	Roswell, N.Mex. LFR	8800
Roswell, N.Mex. LFR	Elkins INT, N.Mex.	5600
Elkins INT, N.Mex.	Lubbock, Tex. LFR	5500

§610.272 RED CIVIL AIRWAY 72

FROM	TO	MEA
Hartly INT, Del.	New Castle, Del. LFR	1600
New Castle, Del. LFR	INT N crs New Castle & W crs Philadelphia, Pa.	1800
West Chester INT, Pa.	Wing INT, Pa.	1900
Wing INT, Pa.	Willow Grove, Pa. LFR	2000
Willow Grove, Pa. LFR	Belle Mead INT, N.J.	1700
Belle Mead INT, N.J.	Chatham, N.J. LF/RBN	2000
Chatham, N.J. LF/RBN	Paterson, N.J. LF/RBN	2000

§610.273 RED CIVIL AIRWAY 73

FROM	TO	MEA
INT W course New Castle, Del. & W course Philadelphia, Pa. LFR	New Castle, Del. LFR	1800
New Castle, Del. LFR	Elmer INT, N.J.	1600
Elmer INT, N.J.	Newfield INT, N.J.	1500

§610.274 RED CIVIL AIRWAY 74

FROM	TO	MEA
Horn INT, Miss.	Bay Minette, Ala. LF/RBN	1600

§610.276 RED CIVIL AIRWAY 76

FROM	TO	MEA
Williams, Calif. LFR	Auburn INT, Calif. W-bound	4000
	E-bound	7600

§610.277 RED CIVIL AIRWAY 77

FROM	TO	MEA
Greensboro, N.C LFR	Lynchburg, Va. LFR	3000
Lynchburg, Va. LFR	Sheppard INT, Va.	3000
Sheppards INT, Va	Morven INT, Va. E-bound	2000
	W-bound	3000
Morven INT, Va.	Richmond, Va. LFR	2000
Richmond, Va. LFR	Tappahannock, Va. LFR	1500
Tappahannock, Va. LFR	Dover, Del. LFR	1500
Dover, Del. LFR	Atlantic City, N.J. LFR	1500

§610.278 RED CIVIL AIRWAY 78

FROM	TO	MEA
Ashland INT, Ore.	Klamath Falls, Ore. LFR	9500

§610.279 RED CIVIL AIRWAY 79

FROM	TO	MEA
Nean Bay, Wash. LFR	Port Angeles, CGAS Wash. LF/RBN	6000
Port Angeles, CGAS Wash. LF/RBN	Dungeness, Wash. FM	3000
Port Gamble INT, Wash.	Everett, Wash. LFR	2000

§610.280 RED CIVIL AIRWAY 80

FROM	TO	MEA
Avon INT, Mont.	Craig INT, Mont.	9500
Craig INT, Mont.	*Great Falls, Mont. LFR	8500

*6600 - MCA Great Falls, LFR, SW-bound

*Great Falls, Mont. LFR	Lewistown, Mont. LFR	9000

*6800 - MCA Great Falls LFR, E-bound

Lewistown, Mont. LFR	Forest Grove INT, Mont.	8000
Forest Grove INT, Mont.	Miles City, Mont. LFR	7000

§610.281 RED CIVIL AIRWAY 81

FROM	TO	MEA
Lansing, Mich. LFR	Chelsea INT, Mich.	2300
Chelsea INT, Mich.	Manchester INT, Mich.	2300

§610.282 RED CIVIL AIRWAY 82

FROM	TO	MEA
Skwentna, Alaska LFR	Willow INT, Alaska	4200

§610.283 RED CIVIL AIRWAY 83

FROM	TO	MEA
White Tank INT, Ariz.	Gila Bend, Ariz. LFR	5000
Gila Bend, Ariz. LFR	Tucson, Ariz. LF/RBN	7000

§610.284 RED CIVIL AIRWAY 84

FROM	TO	MEA
Meridian, Miss. LFR	Marion INT, Ala.	2000
Marion INT,Ala.	Maxwell AFB,Ala. LFR	1500
Maxwell AFB,Ala. LFR	Mt.Meigs,Ala. LF/RBN	1600
Mt.Meigs,Ala. LF/RBN	Columbus,Ga.LFR	2000

§610.285 RED CIVIL AIRWAY 85

FROM	TO	MEA
Columbiana INT, Ohio	Butler, Pa. LF/RBN	2500
Butler, Pa. LF/RBN	Apollo INT, Pa.	3000
Apollo INT, Pa.	Altoona, Pa. LFR	4500

§610.286 RED CIVIL AIRWAY 86

FROM	TO	MEA
St.Croix INT,Me	Houlton,Me.LFR	2500

§610.287 RED CIVIL AIRWAY 87

FROM	TO	MEA
100 miles W of Port Allen,T.H. LFR	*Port Allen,T.H.LFR	7000
*7000 - MCA Port Allen LFR, W-bound		
Port Allen, T.H. LFR	Makai INT, T.H. E-bound	3000
	W-bound	6000
Makai INT,T.H.	*Honolulu,T.H.LFR	2000
*6000 - MCA Honolulu LFR, E-bound		
Kuku Point INT, T.H.	Hilo,T.H. LFR N-bound	3000
	S-bound	4000
Honolulu,T.H.LFR	*Maui,T.H. LFR	6000
*8000 - MCA Maui LFR, E-bound; 6000 - W-bound		
Maui, T.H. LFR	*Kuku Point INT, T.H.	8000
*5000 - MCA Kuku Point INT, E-bound Descent below 8000 not authorized prior to reaching 20 mi. E of Maui, T.H.		
Hilo, T.H. LFR	East Hilo INT, T.H. E-bound	1000
	W-bound	4000
East Hilo INT, T.H.	100 miles E of Hilo, T.H. LFR	1000

§610.288 RED CIVIL AIRWAY 88

FROM	TO	MEA
Albuquerque, N. Mex. LFR	Roswell, N. Mex. LFR	12,000
Roswell, N. Mex. LFR	Hobbs, N. Mex. LFR	5500
Hobbs, N.Mex. LFR	INT E crs Hobbs, & S crs Lubbock, Tex. LFR	5000

§610.289 RED CIVIL AIRWAY 89

FROM	TO	MEA
Quincy,Ill.LF/RBN	Peoria,Ill.LFR	2000
Peoria,Ill. LFR	Pontiac INT, Ill.	2300

§610.290 RED CIVIL AIRWAY 90

FROM	TO	MEA
Camarillo, Calif. LFR	Canoga Park, Calif. ILS/LOM	5000
Canoga Park, Calif. ILS/LOM	Burbank, Calif. LFR E-bound	8000
	W-bound	5000

§610.291 RED CIVIL AIRWAY 91

FROM	TO	MEA
*Dunkirk, N. Y. LF/RBN	Dansville, N. Y. LF/RBN	4000
*3000 - MCA Dunkirk LF/RBN, E-bound		
Dansville, N. Y. LF/RBN	Waterloo INT, N. Y.	4000
Waterloo INT, N. Y.	Syracuse, N. Y. LFR	2000

§610.292 RED CIVIL AIRWAY 92

FROM	TO	MEA
Sault Ste Marie, Mich. LFR	*Sudbury, Ont. Canada LFR	3000
*For that airspace over U.S. Territory		

§610.293 RED CIVIL AIRWAY 93

FROM	TO	MEA
Lincoln, Neb. LFR	Glenwood INT, Iowa	2500

§610.294 RED CIVIL AIRWAY 94

FROM	TO	MEA
Providence, R. I. LFR	Otis, Mass. LF/RBN	1500
Otis, Mass. LF/RBN	Hyannis, Mass. LF/RBN	1500

§610.295 RED CIVIL AIRWAY 95

FROM	TO	MEA
Elmira, N. Y. LFR	Sherrill INT, N. Y.	3500
Sherrill INT, N. Y.	Utica, N.Y. LFR	3000

§610.296 RED CIVIL AIRWAY 96

FROM	TO	MEA
Palacios, Tex. LFR	Arcola INT, Tex.	1400
Arcola INT,Tex.	Houston,Tex.LFR	1500
Houston, Tex. LFR	Beaumont, Tex. LFR	1600
Beaumont,Tex.LFR	Lake Charles,La. LFR	1500
Lake Charles,La. LFR	Lafayette,La. LF/RBN	1500
Lafayette,La. LF/RBN	Baton Rouge,La. LFR	1500

§610.297 RED CIVIL AIRWAY 97

FROM	TO	MEA
Lakehead, Ont. Canada LFR	Sault Ste Marie, Mich. LFR	*2800
*For that airspace over U.S. Territory		
Sault Ste Marie, Mich. LFR	Wiarton, Ont. Canada LFR	*2100
*For that airspace over U. S. Territory		

§610.298 RED CIVIL AIRWAY 98

FROM	TO	MEA
Vichy, Mo. LF/RBN	Belleville, Ill. Scott AFB, LFR	2500

§610.299 RED CIVIL AIRWAY 99

FROM	TO	MEA
Kukaklek INT, Alaska	Iliamna, Alaska LFR	4000
Iliamna, Alaska LFR	Bruin Bay INT, Alaska	5500

§610.300 RED CIVIL AIRWAY 100

FROM	TO	MEA
South Bend, Ind. LFR	Battle Creek, Mich. LFR	2300

§610.301 RED CIVIL AIRWAY 101

FROM	TO	MEA
Keesler AFB,Miss. LFR	Horn INT,Miss.	1300

§610.302 RED CIVIL AIRWAY 102

FROM	TO	MEA
INT S crs Louisville, Ky. & 88 - 268 mag. brg. Lexington, Ky. LF/RBN	Lexington, Ky. LF/RBN	2200
Lexington, Ky. LF/RBN	Huntington, W. Va. LF/RBN	2500

§610.303 RED CIVIL AIRWAY 103

FROM	TO	MEA
Anchorage (Merrill), Alaska LFR	Kenai,Alaska LFR	1500
Kenai, Alaska LFR	Skilak INT, Alaska	1500
*Skilak INT, Alaska	Cleare INT, Alaska	9000
*6100 - MCA Skilak INT, SE-bound		
Cleare INT, Alaska	Middleton Island, Alaska LFR	2000

§610.304 RED CIVIL AIRWAY 104

FROM	TO	MEA
Greensboro, N. C. LFR	Pittsboro INT, N. C.	2500
Pittsboro INT, N. C.	Murray INT, N.C.	1600

§610.305 RED CIVIL AIRWAY 105

FROM	TO	MEA
Cassoday INT, Kans.	Chanute, Kans. LFR	2800
Chanute,Kans.LFR	Int. E crs.Chanute LFR&336 M rad.Neosho Mo. VOR	2300

§610.306 RED CIVIL AIRWAY 106

FROM	TO	MEA
Scottsbluff, Nebr. LFR	Chappell INT, Nebr.	5800

§610.307 RED CIVIL AIRWAY 107

FROM	TO	MEA
Stanton, Minn. LF/RBN	Red Wing INT, Minn.	2400

§610.308 RED CIVIL AIRWAY 108

FROM	TO	MEA
Promontory Point, Utah LF/RBN	Corinne, Utah LF/RBN	11,000
Corinne, Utah LF/RBN	Fort Bridger, Utah LFR	12,000

§610.309 RED CIVIL AIRWAY 109

FROM	TO	MEA
*Portland,Ore. LFR	**The Dalles,Ore. LFR	7000
*4000 - MCA Portland LFR, E-bound		
**6000 - MCA The Dalles LFR, N-bound		
The Dalles,Ore. LFR	Saw Mill INT,Wash.	8000
Saw Mill INT, Wash.	Yakima,Wash.LFR SW-bound	6000
	NE-bound	4000
Yakima, Wash. LFR	INT NW Yakima & S Ellensburg, Wash. LFR	4500
INT NW Yakima & S Ellensburg, Wash. LFR	Ellensburg, Wash. LFR	5500
Ellensburg, Wash. LFR	Ephrata, Wash. LFR	7000
Trinidad INT, Wash.	Ephrata, Wash. LFR E-bound only	4000
Ephrata, Wash. LFR	Spokane, Wash. LFR	5000
Harrington, Wash. FM	Ephrata, Wash. LFR W-bound only	4000

§610.310 RED CIVIL AIRWAY 110

FROM	TO	MEA
Prichard INT,Ala.	Brookley,Ala. LF/RBN	1600
Brookley,Ala. LF/RBN	Bon Secour INT, Ala.	1200

§610.312 RED CIVIL AIRWAY 112

FROM	TO	MEA
Lee INT,Mass.	Westfield,Mass.LFR	4000

§610.601 BLUE CIVIL AIRWAY 1

FROM	TO	MEA
Miami, Fla. LFR	La Belle INT,Fla.	1100
La Belle INT,Fla.	Tampa, Fla. LFR	1300

§610.602 BLUE CIVIL AIRWAY 2

FROM	TO	MEA
INT SE crs. Craig AFB, Ala. & N crs. Crestview, Fla. LFR	Greenville INT, Ala.	1800
Greenville INT, Ala.	Mulberry INT, Ala.	1700

BLUE CIVIL AIRWAY 2 - cont'd.

FROM	TO	MEA
Mulberry INT, Ala.	Birmingham, Ala. LFR	2700
Birmingham, Ala. LFR	Garden City INT, Ala.	2500
Garden City INT, Ala.	Chattanooga, Tenn. LFR	4000
Chattanooga, Tenn. LFR	*Watts INT, Tenn.	3000
*3000 - MCA Watts INT, S-bound		
Pittsburgh, Pa. LFR	Butler, Pa. LF/RBN	3000
Butler, Pa. LF/RBN	Erie, Pa. LFR	3000

§610.603 BLUE CIVIL AIRWAY 3

FROM	TO	MEA
Miami,Fla.LFR	Tamiami,Fla.LF/RBN	1100
Tamiami,Fla. LF/RBN	Ft.Myers,Fla. LF/RBN	1200
Ft. Myers, Fla. LF/RBN	Tampa, Fla. LFR	1200
Tampa, Fla.LFR	Tidewater INT,Fla.	1500
Tidewater INT,Fla.	Cross City, Fla. LFR	1200
Cross City,Fla. LFR	Tallahassee,Fla. LFR	1400
Marianna INT,Fla.	Dothan,Ala.LFR	1500
Dothan, Ala. LFR	Mt. Meigs, Ala. LF/RBN	1700
Mt. Meigs, Ala. LF/RBN	Maxwell, AFB Ala. LFR	1600
Maxwell, AFB Ala. LFR	Eden INT, Ala.	2500
Muscle Shoals, Ala. LFR	Fairview INT, Tenn.	2500
Kokoma, Ind. LF/RBN	Goshen, Ind. LFR	2100
Goshen, Ind. LFR	Union INT, Mich.	2300
Union INT, Mich.	Kalamazoo INT, Mich.	2300
Kalamazoo INT, Mich.	Grand Rapids, Mich. LFR	2200
Grand Rapids, Mich. LFR	Traverse City,Mich LFR	2800
Traverse City, Mich. LFR	Pellston, Mich. LF/RBN	2400
Pellston, Mich. LF/RBN	Sault Ste Marie, Mich. LFR	2200

§610.604 BLUE CIVIL AIRWAY 4

FROM	TO	MEA
INT N crs Boston & SE crs Concord, N. H. LFR	Concord, N. H. LFR	2000
Concord, N. H. LFR	Northfield INT, Vt.	5000
Northfield INT, Vt.	Huntington, Vt. FM	6000
Huntington, Vt. FM	Burlington, Vt. LFR N-bound	2600
*Burlington, Vt. LFR	Huntington, Vt. FM S-bound	6000
*3500 - MCA Burlington LFR, SE-bound		
Burlington, Vt. LFR	*Hemingford, P.Q. Canada LF/RBN	1500

*For that airspace over U. S. Territory

§610.605 BLUE CIVIL AIRWAY 6

FROM	TO	MEA
Galveston,Tex.LFR	Houston,Tex. LFR	1700
Houston, Tex.LFR	Bryan, Tex. LFR	1800
Bryan, Tex. LFR	Waco, Tex. LFR	2000
Waco, Tex. LFR	Waxahachie INT, Tex.	2000
Waxahachie INT, Tex.	*Duncanville, Tex. LF/RBN	2800
*2200 - MCA Duncanville LF/RBN, S-bound		
Duncanville, Tex. LF/RBN	Dallas, Tex. LFR	2000
Dallas, Tex. LFR	Farmers Branch INT, Tex.	1600
Farmers Branch INT, Tex.	Pilot Point INT, Tex.	1800
Pilot Point INT, Tex.	Ardmore, Okla. LF/RBN	2200
Ardmore,Okla. LF/RBN	South Side INT, Okla.	2700
Oklahoma City, Okla. LFR	Crescent INT, Okla.	3100
Crescent INT, Okla.	Oxford INT, Kans.	3000
Oxford INT, Kans.	Wichita, Kans. LFR	2500
Wichita, Kans. LFR	Newton INT, Kans.	3000

§610.606 BLUE CIVIL AIRWAY 6

FROM	TO	MEA
Abilene, Tex. LFR	Wichita Falls, Tex. LFR	3000
Wichita Falls, Tex. LFR	Washington INT, Okla.	2700
Scott AFB, Belleville, Ill. LFR	Wood River INT, Ill.	2100
Wood River INT, Ill.	Jerseyville INT, Ill.	2000
*Springfield,Ill. LFR	Peoria,Ill.LFR	2300
*2000 - MCA Springfield LFR, N-bound		
N. Liberty INT, Ind.	South Bend, Ind. LFR	2000
South Bend, Ind. LFR	Benton Harbor INT, Mich.	2100
Bangor INT, Ind.	Muskegon, Mich. LFR	1800

§610.607 BLUE CIVIL AIRWAY 7

FROM	TO	MEA
Gilroy INT, Calif.	Altamont INT, Calif.	6500
Altamont INT, Calif.	Travis AFB, Calif. LFR	5000
Travis AFB, Calif. LFR	Williams, Calif. LFR	4000

§610.608 BLUE CIVIL AIRWAY 8

FROM	TO	MEA
Fargo, N. Dak. LFR	Grand Forks, N. Dak. LFR	2300
Grand Forks, N. Dak. LFR	Pembina, N. Dak. LFR	2100
Pembina, N. D. LFR	U. S. Canadian Border LFR	2000

§610.609 BLUE CIVIL AIRWAY 9

FROM	TO	MEA
Springfield, Mo. LFR	Columbia, Mo. LFR	2300
Rochester, Minn. LFR	Red Wing INT, Minn.	2800
Minneapolis,Minn. LFR	*Duluth,Minn. LFR	2500
*3000 - MCA Duluth LFR, N-bound		
Duluth, Minn. LFR	U.S. Canadian Boundary LFR	3300

§610.610 BLUE CIVIL AIRWAY 10

FROM	TO	MEA
Fresno, Calif. LFR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	Morgan Hill, Calif. FM	6000
Morgan Hill, Calif. FM	*Evergreen, Calif. LF/RBN NW-bound only	5000
	SE-bound	6000
*6000 - MCA Evergreen LF/RBN, SE-bound		
*Evergreen, Calif. LF/RBN	Oakland, Calif. LFR	5000
*6000 - MCA Evergreen LF/RBN, SE-bound		
Oakland, Calif. LFR	Richmond INT, Calif.	3000
Richmond INT, Calif.	Williams,Calif.LFR	5000

§610.611 BLUE CIVIL AIRWAY 11

FROM	TO	MEA
Findlay, Ohio LF/RBN	Alvada INT, Ohio	2100
Alvada INT, Ohio	Cleveland, Ohio LFR	2000
Cleveland, Ohio LFR	Perry, Ohio LF/RBN	2500
Perry, Ohio LF/RBN	INT N crs Youngstown & SW crs Erie, Pa. LFR	2300
INT N crs Youngstown & SW crs Erie, Pa. LFR	Erie, Pa. LFR	2000
Erie,Pa.LFR	Dunkirk,N.Y.LF/RBN	2500

§610.613 BLUE CIVIL AIRWAY 13

FROM	TO	MEA
Houston, Tex. LFR	Lufkin, Tex. LF/RBN	1500
Lufkin, Tex. LF/RBN	Shreveport, La. LFR	1700
Shreveport, La. LFR	Texarkana, Ark. LFR	1900
Texarkana, Ark. LFR	*Hartford INT, Ark.	3800
*Hartford INT, Ark.	Ft. Smith, Ark. LF/RBN	3800
*6000 - MRA		
Liberty INT, Mo.	Des Moines, Iowa LFR	2300

§610.614 BLUE CIVIL AIRWAY 14

FROM	TO	MEA
INT W crs El Centro, Calif. & a brg. 150 mag. from Julian, Calif. LF/RBN	Julian, Calif. LF/RBN	9000
Fontana, Calif. FM S-bound	Riverside, Calif. LFR	5000
*Riverside, Calif. LFR N-bound	Fontana, Calif. FM	12,000
*11,000 MCA Riverside LFR, N-bound		
Fontana, Calif. FM	*Palmdale, Calif. LFR	12,000
*11,000 MCA Palmdale LFR, SE-bound		
*Palmdale, Calif. LFR	Wheeler Ridge INT, Calif.	10,000
*8000 - MCA Palmdale LFR, NW-bound		
Los Banos INT, Calif.	Stockton, Calif. LFR	3000
Stockton, Calif. LFR	Galt INT, Calif.	2000

§610.615 BLUE CIVIL AIRWAY 15

FROM	TO	MEA
Huntington, W. Va. LF/RBN	Columbus, Ohio LFR	2500
Akron, Ohio ILS/LOM	Alliance INT, Ohio	2500
Alliance INT, Ohio	Hubbard, Ohio LF/RBN	3000

§610.616 BLUE CIVIL AIRWAY 16

FROM	TO	MEA
Boykins INT, Va.	Waverly, Va. LFR	1500
Waverly, Va. LFR	Tappahannock, Va. LFR	1400

§610.617 BLUE CIVIL AIRWAY 17

FROM	TO	MEA
Topsfield INT, Me.	Houlton, Me. LFR	2500
Houlton, Me. LFR	Maple Grove, INT, Me.	3000
Maple Grove INT, Me.	Presque Isle, Me. LFR	2000

§610.618 BLUE CIVIL AIRWAY 18

FROM	TO	MEA
Freehold INT, N. J.	Idlewild, N. Y. LFR	1500
Idlewild, N.Y. LFR	Glen Cove INT, N. Y.	1500
Ridgewood INT, N.J.	Spring Valley INT, N.J.	2000
Spring Valley INT, N.J.	West Point INT, N.Y.	2500
West Point INT, N.Y.	Poughkeepsie,N.Y. LFR	2600
Poughkeepsie, N. Y. LFR	Hyde Park INT, N. Y.	2600
Hyde Park INT, N. Y.	Red Hook INT, N. Y. N-bound	5000
	S-bound	2600

BLUE CIVIL AIRWAY 18 - cont'd.

FROM	TO	MEA
Red Hook INT, N. Y.	Albany, N. Y. LFR	5000
Coxsackie, N. Y. FM	Albany, N. Y. LFR N-bound	2200
	S-bound	5000
Albany, N. Y. LF/RBN	Burlington, Vt. LFR	4300
Glens Falls, N. Y. LF/RBN	Albany, N. Y. LF/RBN S-bound only	3000
Vergennes, N. Y. FM	Burlington, Vt. LFR N-bound	2000
Burlington, Vt. LFR	Vergennes, N. Y. LFR S-bound	4500
Burlington, Vt. LFR	U. S. Canadian Boundary LFR	3000

§610.619 BLUE CIVIL AIRWAY 19

FROM	TO	MEA
Key West, Fla. LFR	Miami, Fla. LFR	1400
Miami, Fla. LFR	Melbourne, Fla. LFR	1300
Melbourne, Fla. LFR	Orlando, Fla. LFR	1200

§610.620 BLUE CIVIL AIRWAY 20

FROM	TO	MEA
Port Norris INT, N. J.	Millville, N. J. LFR	1500
Millville, N. J. LFR	Philadelphia, Pa. LFR	1500
Philadelphia, Pa. LFR	Wings INT, Pa.	2000
Wings INT, Pa.	Allentown, Pa. LFR	2500

§610.622 BLUE CIVIL AIRWAY 22

FROM	TO	MEA
Corner Stone INT, Ark.	Little Rock, Ark. LFR	1800
Little Rock, Ark. LFR	Ft. Smith, Ark. LF/RBN	3800
Ft. Smith, Ark. LF/RBN	Tulsa, Okla. LFR	2600
Tulsa, Okla. LFR	Oxford INT, Kans.	2500

§610.623 BLUE CIVIL AIRWAY 23

FROM	TO	MEA
Norfolk, Navy Va. LFR	Chincoteague, Navy Va. LFR	1500

§610.625 BLUE CIVIL AIRWAY 25

FROM	TO	MEA
Seal INT, Alaska	Rocks INT, Alaska	1000
Rocks INT, Alaska	Hinchinbrook, Alaska LFR	4300
*Hinchinbrook, Alaska LFR	Gulkana, Alaska LFR	9500
*7400 - MCA Hinchinbrook LFR, NE-bound		
Gulkana, Alaska LFR	*Big Delta, Alaska LFR	13,000
*10,600 - MCA Big Delta LFR, S-bound		

§610.626 BLUE CIVIL AIRWAY 26

FROM	TO	MEA
Anchorage, Merrill Alaska LFR	Willow INT, Alaska	2500
*Willow INT, Alaska	Talkeetna, Alaska LFR	4800
*2500 MCA Willow INT, N-bound		
*Talkeetna, Alaska LFR	Summit, Alaska LFR	10,000
*6400 - MCA Talkeetna LFR, N-bound		
Summit, Alaska LFR	*Nenana, Alaska LFR	9500
*6000 - MCA Nenana LFR, S-bound		
Healy, Alaska FM	Nenana, Alaska LFR N-bound only	6500
*Nenana, Alaska LFR	Fairbanks, Alaska LFR	3900
*6000 - MCA Nenana LFR, S-bound		

§610.627 BLUE CIVIL AIRWAY 27

FROM	TO	MEA
*Kodiak, Alaska LFR	Rocky Point INT, Alaska	6700
*3800 - MCA Kodiak LFR, W-bound		
Rocky Point INT, Alaska	King Salmon, Alaska LFR	8300
King Salmon, Alaska LFR	Bethel, Alaska LFR	7500
Bethel, Alaska LFR	Nome, Alaska LFR	3500
*Nome, Alaska LFR	**Kotzebue, Alaska LFR	6000
*4000 - MCA Nome LFR, NE-bound		
**1200 - MCA Kotzebue LFR, SW-bound		

§610.628 BLUE CIVIL AIRWAY 28

FROM	TO	MEA
Charleston, S.C. LFR	Columbia, S.C. LFR	1500
Columbia, S.C. LFR	Spartanburg, S.C. LFR	2000
Spartanburg, S.C. LFR	Fairview INT, N.C.	6300
Fairview INT, N.C.	Bulls Gap INT, Tenn.	8000

§610.629 BLUE CIVIL AIRWAY 29

FROM	TO	MEA
Raleigh, N.C. LFR	S.Boston INT, Va.	2000
S.Boston INT, Va.	Lynchburg, Va. LFR	2500

§610.630 BLUE CIVIL AIRWAY 30

FROM	TO	MEA
Kingsville INT, Tex.	Driscoll INT, Tex.	1300
Driscoll INT, Tex.	Corpus Christi, Tex. LFR	1700
Corpus Christi, Tex. LFR	Clareville INT, Tex.	1400
Clareville INT, Tex.	Losoya INT, Tex.	1800
Losoya INT. Tex.	Kelly, Tex. LFR	2000
Big Spring, Tex. LFR	Lubbock, Tex. LFR	4500

BLUE CIVIL AIRWAY 30 - cont'd.

FROM	TO	MEA
Lubbock, Tex. LFR	Amarillo, Tex. LFR	5000
Amarillo, Tex. LFR	Dalhart, Tex. LF/RBN	5300
Dalhart, Tex. LF/RBN	Purgatoire River INT, Colo.	8900
Purgatoire River INT, Colo.	Pueblo, Colo. LFR	7500

§610.631 BLUE CIVIL AIRWAY 31

FROM	TO	MEA
Monmouth INT, Ill.	Moline, Ill. LF/RBN	2100
Avon INT, Ill.	Madison, Ill. LFR	2400

§610.632 BLUE CIVIL AIRWAY 32

FROM	TO	MEA
Anchorage, Alaska LFR	Susitna INT, Alaska	1500
Susitna INT, Alaska	Skwentna, Alaska LFR	4200
*Skwentna, Alaska LFR	Talkeetna, Alaska LF/RBN	5000
*4100 - MCA Skwentna LFR, NE-bound		

§610.633 BLUE CIVIL AIRWAY 33

FROM	TO	MEA
Lansing, Mich. LFR	Saginaw, Mich. LF/RBN	2000

§610.634 BLUE CIVIL AIRWAY 34

FROM	TO	MEA
Terre Haute, Ind. LFR	Clinton INT, Ind.	2000
Clinton INT, Ind.	Chanute, Ill. LFR	1900
Chanute, Ill. LFR	INT NW Chanute, Ill. & SW Joliet, Ill. LFR	1900

§610.635 BLUE CIVIL AIRWAY 35

FROM	TO	MEA
*Camarillo, Calif. LFR	Wheeler Ridge INT Calif.	10,000
*7000 - MCA Camarillo, LFR, N-bound		

§610.636 BLUE CIVIL AIRWAY 36

FROM	TO	MEA
Akron, Colo. LFR	Kimball INT, Colo	6100

§610.637 BLUE CIVIL AIRWAY 37

FROM	TO	MEA
Medicine Bow INT. Wyo.	*Casper, Wyo. LFR	11,000
*10,000 - MCA Casper LFR, S-bound		
Casper, Wyo. LFR	Wright INT, Wyo.	7500

§610.638 BLUE CIVIL AIRWAY 38

FROM	TO	MEA
Five Finger, Alaska LF/RBN	Sisters Island INT, Alaska	7000
Sisters Island INT, Alaska	Gustavus, Alaska LFR	4500
*Gustavus, Alaska LFR	Haines, Alaska LF/RBN	9400
*7000 - MCA Gustavus LFR, NE-bound		
Haines, Alaska LF/RBN	Whitehorse, Y.T. LFR	*10,300
*For that airspace over U.S. Territory		

§610.639 BLUE CIVIL AIRWAY 39

FROM	TO	MEA
Savannah, Ga. LFR	Millen INT, Ga.	1400
Millen INT, Ga.	Augusta, Ga. LFR	1500
Augusta, Ga. LFR	Greenville, S.C. LFR N-bound	3000
	S-bound	2000
Tri-City, Tenn. LFR	Paynesville, W.Va. LF/RBN	6300
Paynesville, W.Va. LF/RBN	Charleston, W.Va. LFR	6000
Flat Woods INT, W.Va.	Morgantown, W.Va. LFR	4000
Morgantown, W.Va. LFR	Mt.Pleasant INT, Pa.	3600
Mt.Pleasant INT, Pa.	New Alexandria, Pa. LF/RBN	3600
INT SW crs Elmira, N.Y. & E crs Philipsburg, Pa. LFR	Elmira, N.Y. LFR	4500

§610.640 BLUE CIVIL AIRWAY 40

FROM	TO	MEA
Concord, N.H. LFR	Lebanon, N.H. LFR	5000
Lebanon, N.H. LFR	Montpelier, Vt. LFR	4500
Montpelier, Vt. LFR	*Burlington, Vt. LFR	6000
*3500 - MCA Burlington LFR, S-bound		

§610.641 BLUE CIVIL AIRWAY 41

FROM	TO	MEA
Hartford, Conn. LFR	Westfield, Mass. LFR	2500
Westfield, Mass. LFR	Hadley INT, Mass.	3000
Hadley INT, Mass.	Greenfield INT, Mass.	3500
Greenfield INT, Mass.	Concord, N.H. LFR	5000
Concord, N.H. LFR	Portland, Me. LFR	2500
Rockland, Me. LF/RBN	Bangor, Me. LFR	2500
Bangor, Me. LFR	Topsfield INT, Me.	2500
Topsfield INT, Me	U S Canadian Boundary LFR	2500

§610.642 BLUE CIVIL AIRWAY 42

FROM	TO	MEA
Burr Oak INT, Mich.	Battle Creek, Mich. LFR	3100
Battle Creek, Mich. LFR	INT N crs Battle Creek, & SE crs Grand Rapids LFR	9200
INT N crs Battle Creek & SE crs Grand Rapids LFR	Grand Rapids, Mich LFR	2000
Grand Rapids Mich. LFR	Saginaw, Mich. LF/RBN	2200

§610.643 BLUE CIVIL AIRWAY 43

FROM	TO	MEA
Nenana, Alaska LFR	Nenabank INT, Alaska	2600

(13 Nov 1956)

§610.644 BLUE CIVIL AIRWAY 44

FROM	TO	MEA
Indianapolis, Ind. LFR	Kokomo, Ind. LF/RBN	2800
Kokomo, Ind. LF/RBN	Ft.Wayne, Ind. LFR	2000
Ft.Wayne, Ind. LFR	Archbold INT, Ohio	2300
Dundee INT, Mich.	U.S. Canada Boundary LFR	2300

§610.645 BLUE CIVIL AIRWAY 45

FROM	TO	MEA
Greenfield INT, Mass.	Keene, N.H. LF/RBN	5000
Keene, N.H. LF/RBN	Lebanon, N.H. LF/RBN	5000
Montpelier, Vt. LFR	Newport, Vt. LF/RBN	5000

§610.646 BLUE CIVIL AIRWAY 46

FROM	TO	MEA
Memphis, Tenn. LFR	Cuba INT, Tenn.	2300
Cuba INT, Tenn.	Dyersburg, Tenn. LF/RBN	2000
Dyersburg, Tenn. LF/RBN	Paducah, Ky. LF/RBN	1500

§610.647 BLUE CIVIL AIRWAY 47

FROM	TO	MEA
Brodnax INT,Va.	Blackstone,Va.LFR	1800
Blackstone,Va. LFR	Morven INT,Va.	2000
Morven INT,Va.	Gordonsville,Va. LFR	3000
INT SE crs Front Royal,Va. & SE crs Arcola, Va. LFR	Front Royal, Va. LFR	5000
Front Royal, Va. LFR	INT N crs Front Royal, Va. & NW crs Arcola, Va. LFR	4500
Flint Stone INT, Md.	Altoona, Pa. LFR	4500
Alttqna, Pa. LFR	Philipsburg, Pa. LFR	4500
Philipsburg, Pa. LFR	Bradford, Pa. LF/RBN	4000
Bradford, Pa. LF/RBN	*Dunkirk, N.Y. LF/RBN	4200

*3000 - MCA Dunkirk LF/RBN, SE-bound

§610.648 BLUE CIVIL AIRWAY 48

FROM	TO	MEA
Marathon,Fla. LF/RBN	Gulfstream INT, Fla.	1100
Gulfstream INT, Fla.	Cutler INT,Fla.	1100
Cutler INT,Fla.	Miami,Fla.LFR	1200

§610.649 BLUE CIVIL AIRWAY 49

FROM	TO	MEA
INT SE crs Philadelphia,Pa. & SW crs Atlantic City, N.J. VAR	Millville, N.J. LFR	1500
Millville, N.J. LFR	INT NW crs Millville & E crs New Castle, Del. LFR	1600
INT NW Millville & E crs New Castle LFR	Boothwyn INT, Pa.	1800

§610.651 BLUE CIVIL AIRWAY 51

FROM	TO	MEA
Speedway INT, Utah	Lucin, Utah LFR	12,000
Lucin,Utah LFR	*Burley, Ida.LFR	12000

*8000 - MCA Burley LFR, SW-bound

Burley, Ida, LFR	Minidoka INT,Ida.	7000
Minidoka INT, Ida.	Pocatello, Ida. LFR	7000
Pocatello, Ida. LFR	Dubois, Ida. LFR	7500

§610.652 BLUE CIVIL AIRWAY 52

FROM	TO	MEA
Bradley INT. Calif.	Fresno, Calif. LFR	7000

§610.653 BLUE CIVIL AIRWAY 53

FROM	TO	MEA
Salem INT, Conn.	Hartford, Conn. LFR	2000

§610.654 BLUE CIVIL AIRWAY 54

FROM	TO	MEA
Evergreen,Calif. LF/RBN	San Francisco, Calif. LFR	3000
Richmond INT, Calif.	San Rafael(Hamilton), Calif. LF/RBN	4000

§610.655 BLUE CIVIL AIRWAY 55

FROM	TO	MEA
Crestview, Fla. LFR	Andalusia INT, Ala.	1500
Andalusia INT, Ala.	Maxwell AFB, Ala. LFR	2500

§610.656 BLUE CIVIL AIRWAY 56

FROM	TO	MEA
Weeksville, N.C. LFR	Norfold, Va. VAR	1500
Hampton INT, Va.	Langley, Va. LFR	1500
Langley, Va. LFR	Andrews, Md. LFR	1500

§610.657 BLUE CIVIL AIRWAY 57

FROM	TO	MEA
Bishop Creek INT, Nev.	Goose Creek INT, Nev.	12,000
Goose Creek INT, Nev.	Oakley INT, Ida.	12,000

§610.658 BLUE CIVIL AIRWAY 58

FROM	TO	MEA
Nantucket, Mass. LF/RBN	Hyannis, Mass. LF/RBN	1500
Hyannis, Mass. LF/RBN	Squantum, Mass. LFR	1500

§610.660 BLUE CIVIL AIRWAY 60

FROM	TO	MEA
Moffett NAS, Calif. LFR	INT NE crs Moffett, NAS & W crs Stockton LFR	5000

§610.661 BLUE CIVIL AIRWAY 61

FROM	TO	MEA
Springfield, Mo. LFR	Belton INT, Mo.	2500
Belton INT, Mo.	Kansas City, Mo. LFR	3000

§610.663 BLUE CIVIL AIRWAY 63

FROM	TO	MEA
Concord, N.H. LFR	Laconia, N.H. LF/RBN	4000
Laconia, N.H. LF/RBN	North Conway, N.H. LF/RBN	6000
North Conway,N.H. LF/RBN	Berlin, N.H. LF/RBN	8000

§610.664 BLUE CIVIL AIRWAY 64

FROM	TO	MEA
Wink, Tex. LFR	Hobbs, N.MEX. LFR	5000

§610.665 BLUE CIVIL AIRWAY 65

FROM	TO	MEA
Shuyak, Alaska LF/RBN	Anchor Point INT, Alaska	4000
Anchor Point INT, Alaska	Homer, Alaska LFR	2500

§610.666 BLUE CIVIL AIRWAY 66

FROM	TO	MEA
Bridgeport, Conn. LFR	Poughkeepsie, N.Y. LFR	2400

§610.667 BLUE CIVIL AIRWAY 67

FROM	TO	MEA
Yuma, Ariz. LFR	Blythe, Calif. LFR	5000
Blythe, Calif. LFR	Needles, Calif. LFR	6000
Needles, Calif. LFR	Willow Beach INT, Ariz.	8000

§610.668 BLUE CIVIL AIRWAY 68

FROM	TO	MEA
Midland, Tex. LFR	Midland INT, TEX.	4000
Midland INT,Tex.	Int.NW Midland LFR &E crs Hobbs LFR	5000

§610.669 BLUE CIVIL AIRWAY 69

FROM	TO	MEA
St.Louis, Mo. LFR	Quincy, Ill. LF/RBN	2000

§610.670 BLUE CIVIL AIRWAY 70

FROM	TO	MEA
Clifton INT, Tex.	Lipan INT, Tex.	2300
Lipan INT, Tex.	Mineral Wells, Tex. LF/RBN	2300
Mineral Wells, Tex. LF/RBN	Alvord INT, Tex.	2500
Alvord INT, Tex.	Ardmore, Okla. LF/RBN	2600
Ardmore, Okla. LF/RBN	Okemah INT, Okla.	2700
Okemah INT, Okla.	Tulsa, Okla. LFR	2400

§610.671 BLUE CIVIL AIRWAY 71

FROM	TO	MEA
Toledo, Wash. LFR	Shelton, Wash. LF/RBN	4000
Shelton, Wash. LF/RBN	Seattle, Wash. LFR	2000

§610.672 BLUE CIVIL AIRWAY 72

FROM	TO	MEA
Enid, Vance AFB, Okla. LF/RBN	Oxford INT, Kans.	2600

§610.675 BLUE CIVIL AIRWAY 75

FROM	TO	MEA
Cleveland, Ohio LFR	*London, Ont. Canada LFR	2400

*For that airspace over U.S. Territory

§610.676 BLUE CIVIL AIRWAY 76

FROM	TO	MEA
Sinclair, Wyo.LFR	*Casper, Wyo. LFR	11,000

*10,000 - MCA Casper LFR, SW-bound

§610.678 BLUE CIVIL AIRWAY 78

FROM	TO	MEA
Spring Bay INT, Utah	Malad City, Ida. LFR	11,000

§610.679 BLUE CIVIL AIRWAY 79

FROM	TO	MEA
Banks INT, Canada	Annette Island, Alaska LFR	2800
*Annette Island, Alaska LFR	Guard Island INT, Alaska	4700

*3200 - MCA Annette Island LFR, NW-bound

Guard Island INT, Alaska	Petersburg,Alaska LFR	5700
Petersburg, Alaska LFR	Five Finger, Alaska LF/RBN	5700
Five Finger, Alaska LF/RBN	Thane INT, Alaska	8000
Thane INT, Alaska	Haines, Alaska LFR	9000

§610.680 BLUE CIVIL AIRWAY 80

FROM	TO	MEA
Darby INT, Alaska	Moses Point, Alaska LFR	3600

§610.681 BLUE CIVIL AIRWAY 81

FROM	TO	MEA
Charleston, W.Va. LFR	Zanesville, Ohio LF/RBN	2500
Zanesville, Ohio LF/RBN	Akron, Ohio LFR	2400
Akron, Ohio LFR	Parkman INT, Ohio	2500

§610.684 BLUE CIVIL AIRWAY 84

FROM	TO	MEA
Augusta, Me. LFR	Rockland, Me. LF/RBN	2000
Rockland, Me. LF/RBN	Bar Harbor, Me. LF/RBN	2000
Bar Harbor, Me. LF/RBN	Bangor, Me. LFR	2500
Bangor, Me. LFR	Millinocket, Me. LFR	2300

§610.685 BLUE CIVIL AIRWAY 85

FROM	TO	MEA
Danville INT, Kans.	Hutchinson, Kans. LFR	2800

§610.686 BLUE CIVIL AIRWAY 86

FROM	TO	MEA
Goshen, Ind. LFR	Ft.Wayne,Ind. LFR	2300

§610.687 BLUE CIVIL AIRWAY 87

FROM	TO	MEA
Lexington, Ky. LF/RBN	Cincinnati, Ohio LFR	2300
Cincinnati, Ohio LFR	Wright-Patterson AFB, Dayton, Ohio LFR	2500
Wright-Patterson AFB, Dayton, Ohio LFR	North Hampton INT, Ohio	2200

§610.1001 DIRECT ROUTES - U. S.

FROM	TO	MEA
Advance,Mo.LFR	Paducah,Ky.LF/RBN	1700
Alexandria,La. LFR	Monroe,La.LFR	1700
Alexandria,La. VOR	Monroe,La.VOR	1700
Allentown,Pa.LFR or VOR	N.Philadelphia,Pa. LFR	2500
Allentown,Pa.LFR or VOR	Wilkes-Barre,Pa. LFR	3500
Altoona,Pa.LFR	Selinsgrove,Pa. VOR or LF/RBN	4000
Amarillo,Tex.LFR	Roswell,N.M.LFR	5600
Ambrose INT,N.J.	Newark,N.J.LFR	1500
Anton Chico,N.M. VOR	Clovis AFB,N.M. LF/RBN	9500
Arcata,Calif.LFR	Ft.Jones INT,Calif.	6000
Asbury Park,N.J. FM	Lakehurst,N.J.LFR	1500
Asbury Park,N.J. FM	Newark,N.J.LFR	1500
Asbury Park,N.J. FM	Pt.Pleasant INT, N.J.(via 177° crs from Newark LFR)	1500
Asheville,N.C.VOR	Charlotte,N.C.VOR	5500
Atlantic City, N.J. LFR	Philadelphia,Pa. LFR	1500

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Atlanta,Ga.VOR	Columbia,S.C.VOR	4000
Atlanta,Ga.LFR	Rome,Ga.LFR	3100
Atlanta,Ga.VOR	Savannah,Ga.VOR	6400
Augusta,Ga.LFR	Spartanburg,S.C. LFR	2000
Austin,Tex.LFR	Bryan,Tex.LFR	2000
Austin,Tex.VOR	College Sta.,Tex. VOR	2100
Austin,Tex.LFR	San Angelo,Tex.LFR	3100
Baldwin City INT, Kans.	Topeka,Kans.LF/RBN	2400
Bangor,Me.LFR or VOR	E.Dover INT,Me.	2500
Baton Rouge,La. LFR	Jackson,Miss.LFR	2000
Baton Rouge,La. LFR	Lake Charles,La. LFR	1500
Beaumont,Tex.LFR	Galveston,Tex.LFR	1400
Beaumont,Tex.VOR	Galveston,Tex.VOR	1400
Beaumont,Tex.LFR	Lufkin,Tex.LF/RBN	1600
Beaumont,Tex.VOR	Lufkin,Tex.VOR	1600
Beaumont,Tex.LFR	Port Arthur INT, Tex.	1400
Bellona INT,N.Y.	Sampson,N.Y.LF/RBN	3000
Big Spring,Tex. LFR	Wichita Falls,Tex. LFR	4000
Big Spring,Tex. VOR	Wichita Falls,Tex. VOR	7000
Binghamton,N.Y. VOR	Buffalo,N.Y.LFR or VOR	4500
Binghamton,N.Y. LF/RBN	Elmira,N.Y.LFR	3500
Binghamton,N.Y. VOR	Syracuse,N.Y.LFR	3500
Binghamton,N.Y. VOR	Wilkes-Barre,Pa. LFR	3500
Birmingham,Ala. VOR	Huntsville,Ala. VOR	4000
Birmingham,Ala. LFR	Jackson,Miss.LFR	2500
Birmingham,Ala. VOR	Jackson,Miss.VOR	6400
Birmingham,Ala. LFR	Memphis,Tenn.LFR	2500
Birmingham,Ala. LFR	Columbus,Ga.LFR	3600
Blackstone,Va. LFR	Int.dir.crs Lynchburg, Va.LFR to Blackstone, Va.LFR&S.Boston,Va. VOR rad. 031°	2000
Blythe,Calif.VOR	Prescott,Ariz.VOR	10000
Boise,Ida.VOR	Int.Rome,Ore.VOR 048°T & Twin Falls,Ida. VOR 295°T rads. Northeast	8000
	Southwest	10000
Boise,Ida.VOR	Int. Boise,Ida.VOR 210°T & Twin Falls, Ida.VOR 295°T rads. Northeast	8000
	Southwest	11000
Bonner Springs INT,Kans.	Farley,Mo.LF/RBN N-bound only	2400
Boothwyn INT, Pa.	Reading INT, Pa.	2500

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Bowling Green,Ky. LFR	Nashville,Tenn. LFR or VOR	2300
Bradford,Pa.VOR	Hughsville,Pa. LF/RBN	4500
Bradford,Ill. LF/RBN	Rockford,Ill.LFR	2500
Bradford,Ill. LF/RBN	Peoria,Ill.LFR	2000
Branchville INT, N.J.	Caldwell,N.J.VOR	3000
Branchville INT, N.J.	Newark,N.J.LFR	3000
Brownsville,Tex. LFR	Int. W crs Brownsville,Tex.LFR & SE crs Laredo,Tex.	1600
Brunswick,Me. LF/RBN	Portland,Me.LFR	2000
Bryan,Tex.LFR	Smithville,Tex. LF/RBN	1700
Bryan,Tex.LFR	Tyler,Tex.LFR	2000
Buckner INT,Mo.	Liberty,Mo.LF/RBN W-bound only	2200
Burbank,Calif. LFR	*Downey,Calif. LF/RBN	5000
*4000 - MCA Downey LF/RBN,NW-bound		
Burbank,Calif. LFR	*LaHabra,Calif.FM	5000
*4000 - MCA La Habra FM, NW-bound		
*Burbank,Calif. LFR	Simi INT,Calif.	6000
*5000 - MCA Burbank LFR, NW-bound		
Caldwell,N.J.VOR	LaGuardia,N.Y.LFR	2500
Caldwell,N.J.VOR	Newark,N.J.LFR & LOM	2000
Caldwell,N.J.VOR	Wilkes-Barre,Pa. VOR	3500
Calvert INT,Md.	Int.N crs Baltimore, Md.LFR & W crs Wilmington,Del. LFR	2000
Calvert INT,Md.	West Chester INT, Pa.	1800
Carlsbad,N.M.VOR	Gore INT,Tex.	6000
Cartersville INT, Ga.	Rome,Ga.LFR	2800
Cedar Creek INT, Tex.	McDade INT,Tex.	3000
Chanute,Ill.LFR	Chicago,Ill.LFR	2300
Chanute,Ill.LFR	Joliet,Ill.LFR	2100
Charleston,W.Va. LFR	Montebello,Va.VOR	6500
Charlotte,N.C. LFR	Lumberton,N.C. LF/RBN	2200
Charlotte Hall, Md. LF/RBN	Mt.Vernon INT,Va.	1500
Chatham,N.J. LF/RBN	Little Ferry INT, N.J.	2500
Chatham,N.J. LF/RBN	Yonkers INT,N.Y.	2000
Chattanooga,Tenn. LFR	Rome,Ga.LFR	3900
Cincinnati,Ohio LFR	Richmond,Ind. LF/RBN	2300

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Clifton Forge INT, Va.	Elkins,W.Va.LFR or VOR	6800
Clifton Forge INT,Va.	Roanoke,Va.LFR	6000
Clint,Tex.LF/RBN	El Paso,Tex.LFR	6000
Clint,Tex.LF/RBN	Van Horn,Tex. LF/RBN	9000
Clinton INT,Kans.	Topeka,Kans.LF/RBN	3000
Clovis(AFB),N.M. LF/RBN	Lubbock,Tex. LFR or VOR	6500
Clovis AFB, N.Mex. LF/RBN *11500 - MRA	*Field INT,N.Mex.	7000
Clovis AFB, N.Mex. LF/RBN	Pleasant Hill INT, N.Mex.	7000
Clovis AFB, N.Mex. LF/RBN *10000 - MRA	*Farwell INT,Tex.	5500
Coatesville INT, Pa.	Reading,Pa. LOM	2500
Colorado Springs, Colo.LF/RBN	Goodland,Kans.VOR	9000
Colts Neck,N.J. VOR	Newark,N.J.LFR	1500
Columbia,Mo.LFR	Quincy,Ill.LF/RBN	2100
Columbia,S.C.LFR	Greenville,S.C.LFR	2300
Columbus INT,N.J.	McGuire,N.J.LFR	1500
Columbus,Ohio LFR	Dayton,Ohio VOR	2400
Columbus,Ohio LFR or VOR	Springfield,Ohio LF/RBN	2400
Columbus,Ohio LFR or VOR	Zanesville,Ohio LF/RBN	2400
Coney Island INT, N. Y.	Newark,N.J. LFR	1500
Corbin,Ky.VAR	Louisville,Ky.VOR	4500
Corbin,Ky.VAR	Tri-City,Tenn.VOR	5500
Cove INT,N.C.	Int. dir.crs Winston Salem,N.C.LFR to Roanoke,Va.LFR & S.Boston,Va.VOR 280° rad.	
	N-bound	5600
	S-bound	4000
Coyle INT,N.J.	McGuire,N.J.LFR	1500
Crescent City, Calif. VOR	Silver Peak INT, Calif.	7000
Crossville,Tenn. VOR *5000 - MOCA	Lexington,Ky.VOR	*7000
Culberson,Tex.VOR	Gore INT,Tex.	6300
Culberson,Tex.VOR	Junction,Tex.VOR	13000
Dallas,Tex.LFR	Houston,Tex.LFR	2100
Dallas,Tex.LFR	Tulsa,Okla.LFR	2200
Dallas,Tex.LFR	Int.Dallas VOR 028°rad. & SE crs Sherman LFR	2000
Int.Dallas VOR 028° rad & SE crs Sherman LFR	Ft.Smith,Ark.LF/RBN	3400
Danville,Va. LF/RBN	Roanoke,Va.LFR	
	SE-bound	4200
	NW-bound	4500

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DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
*DeGraff INT, Kans.	Towanda,Kans. LF/RBN W-bound only	2800
*4800 - MRA		
Des Moines,Iowa LFR	Sioux City,Iowa LFR	2600
Des Moines,Iowa LFR	Kansas City,Kans. LFR	2400
Detroit,Mich.LFR	Jackson,Mich. LF/RBN	2400
Dubois,Ida.LFR	Ashton INT,Ida.	9000
Duluth,Minn.LFR	Fargo,N.D.LFR	3100
Dyersburg,Tenn. LF/RBN	Nashville,Tenn. LFR	3000
El Dorado,Ark. LF/RBN	Shreveport,La.LFR	1600
El Dorado,Ark.VOR	Shreveport,La.VOR	1600
Elkins,W.Va.LFR or VOR	James River INT, Va.	6800
Elkins,W.Va.LFR or VOR	Lynchburg,Va.LFR	6800
Elkins,W.Va.LFR or VOR	Roanoke,Va.LFR	6800
Elko,Nev.LFR	Boise,Ida.LFR	12500
Elmira,N.Y.VOR or LFR	Sampson(AFB),N.Y. LF/RBN	3500
El Paso,Tex.LFR	Van Horn,Tex. LF/RBN	9000
Enid,Okla,Vance VOR	Gage,Okla.VOR	3600
Enid,Okla.Vance VOR	Okla.City,Okla. VOR	2500
Enid,Okla.Vance VOR	Ponca City,Okla. VOR	3100
Eugene,Ore.VOR	Heceta Head INT, Ore.	6000
Farley,Mo.LF/RBN	St.Joseph,Mo. ILS/LOM	2400
Flatbush,N.Y. LF/RBN	New Brunswick INT, N.J.	1500
Flatbush,N.Y. LF/RBN	Newark,N.J.LFR	1500
Flat Rock,Va.VOR	Montebello,Va.VOR	6000
Flat Rock,Va.VOR	Richmond,Va.LFR	2000
Flintstone INT, Pa.	Int.S crs Altoona, Pa.LFR&Martinsburg, Pa.VOR 283° rad.	4000
Flippin,Ark.VOR	Memphis,Tenn.VOR	4000
Florence,S.C.LFR	Greensboro,N.C.LFR	3000
Forbes AFB,Kans. LFR	Topeka,Kans.LF/RBN	3000
Fortuna,Calif. VOR	Ft.Jones INT, Calif.	6000
Front Royal,Va. LFR	Martinsburg,W.Va. LFR	4000
Ft.Jones,Calif. LFR	Montague,Calif. LF/RBN	9000
Ft.Jones,Calif. LFR	*Ft.Jones INT, Calif.	11000
*8000 - MCA Ft.Jones INT, E-bound		
Ft.Myers,Fla.VOR	W.Palm Beach,Fla. VOR	2500
Ft.Myers,Fla.LFR	W.Palm Beach,Fla. LFR	1300

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Ft.Smith,Ark.VOR	McAlester,Okla.VOR	2700
Ft.Smith,Ark. LF/RBN	Springfield,Mo. LFR	3800
Ft.Worth,Tex.LFR	Int.Ft.Worth 270°rad. & SW crs Wichita Falls,Tex.LFR	2600
Gage,Okla.LFR	LaJunta,Colo.LFR	6700
Gage,Okla.LFR	Ponca City,Okla. LF/RBN	3600
Gage,Okla.VOR	Ponca City,Okla. VOR	3600
Galena,Alaska LFR	Kotzebue,Alaska LF/RBN	6500
Garden City,Kans. LFR	Gage,Okla.LFR	4300
Gila Bend,Ariz. LFR	Phoenix,Ariz.LFR	6500
Glen Cove,N.Y. LF/RBN	New Rochelle,N.Y. LF/RBN	1500
Glens Falls,N.Y. LF/RBN	Sacandaga Res.INT, N.Y.	5000
Grand Rapids,Mich. LFR	Milwaukee,Wis.LFR	2000
Greensboro,N.C. LFR	Roanoke,Va.LFR	5500
Greenville INT, Fla.	Valdosta,Ga.VOR	1400
Hainesville INT, Tex.	Int.N crs Tyler LFR & SW crs Texarkana LFR	1600
Hempstead,N.Y. LFR	Idlewild,N.Y.LFR	1500
Hinchinbrook, Alaska LFR	Middleton Island, Alaska LFR	5000
Hobbs,N.M.LFR	Lubbock,Tex.LFR	4800
Hobbs,N.Mex.VOR	Lubbock,Tex.VOR	5300
Houston,Tex.LFR	Int.Ft.Worth VOR 142° rad.& S crs Dallas LFR	2100
Houston,Tex.LFR	Tyler,Tex.LFR	2000
Huntington INT, N.Y.	Mitchel Fld.,N.Y. LFR	1500
Huntsville,Ala. VOR	Nashville,Tenn.VOR	3600
Hutchinson,Kans. LFR	Wichita,Kans.LFR	3400
Hutchinson,Kans. VOR	Anness INT,Kans.	3000
Hutchinson,Kans. LFR	Viola,Kans.LF/RBN	2800
Hutchinson,Kans. VOR	Wichita,Kans. ILS/LOM	2800
Idaho Falls,Ida. LFR	Ashton INT,Ida.	8000
Idlewild,N.Y.LFR	Jersey INT,N.J.	2500
Idlewild,N.Y.LFR	LongBeach INT,N.Y.	1500
Int Seattle,Wash. VOR 247 T rad.& Olympia,Wash. VOR 013 T rad.	Int Olympia,Wash VOR 013 T rad. & NW crs Seattle, Wash. LFR	5000
Jacksonville,Fla. LFR	Valdosta,Ga.LF/RBN	1300
Jacksonville,Fla. VOR	Valdosta,Ga.VOR	2000

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Julian,Calif. LF/RBN	Vail Lake,Calif. LF/RBN	12000
Kansas City,Kans. LFR	Topeka,Kans.LF/RBN	2500
Kansas City,Mo. LFR	Columbia,Mo.LFR E-bound only	4000
Kearney INT,Mo.	Liberty,Mo.LF/RBN S-bound only	2200
Kelly(SanAntonio) Tex.LFR	Yoakum,Tex.LF/RBN	2200
Key West,Fla.LFR	Tampa,Fla.LFR	1300
Kitsap INT,Wash.	Paine AFB,Wash. LF/RBN	3000
Kodiak,Alaska LFR	King Salmon,Alaska LFR	8800
Kodiak,Alaska LFR	Middleton Island, Alaska LFR	4000
Kokomo,Ind.LF/RBN	Lafayette,Ind.VOR	2200
Kokomo,Ind.LF/RBN	So.Bend,Ind.LFR or VOR	3000
Kokomo INT,Ind.	Richmond,Ind. LF/RBN	2300
LaGuardia,N.Y.LFR	Poughkeepsie,N.Y. LFR or VOR	3000
Lancaster,Pa. LF/RBN	Wilmington,Del. LFR	2000
Lansing,Mich.LFR	Bangor,Mich.FM	3000
Laredo,Tex.LFR	Int. SE Laredo LFR & W crs Brownsville, Tex. LFR	1900
Lee INT,Fla.	Valdosta,Ga.LF/RBN	1400
Lisbon INT,Md.	Riverdale,Md. LF/RBN	1800
Little Ferry INT, N.J.	Mitchel,N.Y.LFR	2500
Little Rock,Ark. LFR	Int.Little Rock LFR 074° brg & N crs Stuttgart LFR	1500
Little Rock,Ark. VOR	Walnut Ridge,Ark. VOR	2100
Longmeadow INT, Mass.	Terryville INT, Conn. (via Weatogue INT,Conn.)	2500
Longview,Tex.VOR	Lufkin,Tex.VOR	1900
Losoya INT,Tex.	Yoakum,Tex.LF/RBN	1800
Louisville,Ky. LFR or VOR	Smithville,Tenn. LF/RBN	2400
Lovelock,Nev.VOR	Sod House,Nev.VOR	12000
Lovelock,Nev.VOR	Rome,Ore.VOR	12000
Lovelock,Nev.VOR	Jungo INT,Nev.	10500
Lubbock,Tex.LFR	Int.Ft.Worth VOR 270° rad.& SW crs Wichita Falls LFR	5000
Lubbock,Tex.LFR	Roswell,N.M.LFR	5600
Lubbook,Tex.LFR	Tucumcari,N.M.LFR	6000
Lufkin,Tex.LF/RBN	Tyler,Tex.LFR	2000
Lufkin,Tex.VOR	Quitman,Tex.VOR	2500
Lumberton,N.C. LF/RBN	Wilmington,N.C. LF/RBN	1400
Lynchburg,Va.LFR	Int.dir. crs Lynchburg,Va.LFR to Blackstone,Va. LFR & S.Boston,Va. VOR rad. 031°	3000

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Marengo INT,Wash.	Pine City,Wash. LF/RBN	5000
Marfa,Tex.VOR	Wink,Tex.VOR	8800
Martha'sVineyard, Mass.LF/RBN	Nantucket,Mass.VOR or LF/RBN	1300
Martha'sVineyard, Mass.LF/RBN	Otis,Mass.LF/RBN	1500
Massena,N.Y.VOR	Int.Massena VOR 98° rad. & S crs Montreal LFR	3500
McAlester,Okla. VOR	Quitman,Tex.VOR	3500
McAlester,Okla. VOR	Tulsa,Okla.VOR	2700
McChord,Wash.LFR	Rolling Bay INT, Wash.	2600
McGrath,Alaska LFR	Galena,Alaska LFR	6200
Mason City,Iowa VOR	Sioux City,Iowa VOR	*5600
*2800 - MOCA		
Medford,Ore.LFR	Silver Peak INT Ore.	7000
Medford,Ore.VOR	Rogue River INT, Ore.	11000
Memphis,Tenn.LFR	Int.Little Rock LFR 074° brg.& N crs Stutthart LFR	1700
Meriden INT,Conn.	Weatogue INT,Conn.	2500
Meridian,Miss.LFR	New Orleans,La.LFR	2000
Middleton Island, Alaska LFR	Homer,Alaska LFR	8000
Minneapolis,Minn. ILS/LOM	Redwood Falls, Minn.VOR	*3400
*2300 - MOCA		
Mt.Healthy INT, Ohio	Richmond,Ind. LF/RBN	2300
Muskegon,Mich.LFR	Chicago,Ill.LFR	2500
Newark,N.J.LFR	Paterson,N.J. LF/RBN	2000
Newark,N.J.LFR	Scotland,N.J. LF/RBN	1800
Newark,N.J.LFR	Wilkes-Barre,Pa. LFR	3500
Newark,N.J.LFR	Woolf INT,N.J.	2000
Newark,Calif. LF/RBN	Altamont INT, Calif. SW-bound only	5000
Newark,Calif. LF/RBN	Baypoint,Calif.FM S-bound only	6000
Newberg,Ore.VOR	Int.Newberg,Ore.VOR 069°T & Portland,Ore. VOR 196°T rads.	3000
Int.Newberg,Ore. VOR 069°T & Portland,Ore.VOR 196°T rads.	Int.Newburg,Ore.VOR 069°T rad.&SE crs Portland,Ore.ILS localizer	3700
Int.Newberg,Ore. VOR 069°T rad.& SE crs Portland, Ore. ILS loc.	Int.Newberg,Ore.VOR 069°T&Portland,Ore. VOR 130T rads.	7600
Int.Newberg,Ore. VOR 069°T & Portland,Ore.VOR 130°T rads.	Int.Newberg,Ore.VOR 069°T & Portland,Ore. VOR 095°T rads.	8500

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
New Rochelle,N.Y. LF/RBN	Paterson,N.J. LF/RBN	1900
New Rochelle,N.Y. LF/RBN	Poughkeepsie,N.Y. LFR or VOR	2500
Newton INT,Kans.	North Fork,Kans. LF/RBN	3000
Norfolk,Va.LFR	Raleigh,N.C.LFR	2100
North Fork,Kans. LF/RBN	Wichita,Kans. ILS/LOM	2800
N.Philadelphia, Pa. LFR	Willow Grove,Pa. LFR	1800
North Platte,Nebr. LFR	Sioux Falls,S.D. LFR	4500
Oklahoma City, Okla.LFR	Ponca City,Okla. LF/RBN	3700
Olympia,Wash.VOR	Seattle,Wash.VOR	3000
Omaha,Nebr.LFR	Minneapolis,Minn. LFR	2800
Ottawa INT,Kans.	Forbes AFB,Kans. LFR	2400
Oxford,Kans. LF/RBN	Viola,Kans.LF/RBN	2500
Palacios,Tex.LFR	Richmond,Tex.LFR	1500
Peekskill INT, N.Y.	Port Chester INT, N.Y.	2000
Peoria,Ill.LFR	Int.S crs Moline LFR & W crs Peoria LFR	2000
Phoenix,Ariz.VOR	Zuni,N.Mex.VOR	12000
Philadelphia,Pa. LFR	Reading,Pa.LOM	2500
Pine Bluff,Ark. LF/RBN	Stuttgart,Ark.LFR	1500
Ponca City,Okla. LF/RBN	Viola,Kans.LF/RBN	2500
Poughkeepsie,N.Y. VOR	Poughkeepsie,N.Y. LFR	2500
Poughkeepsie,N.Y. VOR	*Red Hook INT,N.Y.	3000
*4000 - MCA Red Hook INT, NW-bound		
Poughkeepsie,N.Y. LFR or VOR	White Plains,N.Y. LOM	2500
Prescott INT,Ark.	Shreveport,La.LFR	1600
Pueblo,Colo.VOR	Goodland,Kans.VOR	7000
Pulaski INT,N.Y.	Syracuse,N.Y.LFR	2000
Pulaski INT,N.Y.	Utica,N.Y.LFR	3000
Raleigh,N.C.VOR	Wilmington,N.C.VOR	2000
Raleigh,N.C.LFR	Wilmington,N.C. LF/RBN	2000
Reading,Pa.LOM	Int.W.crs Allentown, Pa.LFR&NW crs Millville,N.J.LFR	4000
Red Bank INT,N.J.	Regan INT,N.J.	1500
Red Bluff,Calif. VOR	Fortuna,Calif.VOR	9500
Red Hook INT,N.Y.	Starkville INT, N.Y.	6000
Remington INT,Va.	Springfield,Va. LF/RBN	2000
Richmond,Tex.LFR	Yoakum,Tex.LF/RBN	1500
Richmond,Ind. LF/RBN	Cincinnati,Ohio VOR	2300
Richmond,Ind. LF/RBN	Cincinnati,Ohio LFR	2300

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Richmond,Ind. LF/RBN	Indianapolis,Ind. LFR	2300
Richmond,Ind. LF/RBN	Mt.Healthy INT, Ohio	2300
Richmond,Ind. LF/RBN	Dayton,Ohio ILS/LOM or VOR	2300
Richmond,Ind. LF/RBN	Morgantown INT, Ind.	2500
Richmond,Ind. LF/RBN	Arba INT,Ohio	2200
Riverside,Calif. LFR	Vail Lake,Calif. LF/RBN	12000
Riverside,Calif. LFR	Perris INT,Calif.	12000
Roanoke,Va.LFR	Winston-Salem,N.C. LFR	5600
Roanoke,Va.LFR	Int.dir. crs Winston-Salem,N.C.LFR to Roanoke,Va.LFR & S.Boston,Va.VOR 280° rad.	5600
Roanoke,Va.LFR	Int. S crs Roanoke, Va.LFR & NE crs Greensboro,N.C. LFR	5600
Rochester,N.Y. LFR or VOR	Sampson,N.Y.(AFB) LF/RBN	2500
Rome,Ore.VOR	Int.Rome,Ore.VOR 048°T & Twin Falls,Ida. VOR 295°T rads.	10000
Rome,Ore.VOR	Sod House,Nev.VOR	11000
Salinas,Calif.VOR	Evergreen,Calif. LF/RBN	6000
Salinas,Calif.VOR	Monterey,Calif. LF/RBN	4000
Sampson,N.Y.(AFB) LF/RBN	Waterloo INT,N.Y.	2000
San Francisco, Calif. LFR	Newark,Calif. LF/RBN	4000
School INT,N.Mex.	Clovis,N.Mex.LF/RBN NW-bound	8000
	SE-bound	7000
Sod House,Nev.VOR	Jungo INT,Nev.	10500
SodHouse,Nev.VOR	Int.Boise,Ida.VOR 210°T &Twin Falls,Ida. VOR 295°T rads.	11000
Springfield,Ill. LFR	Chanute,Ill.LFR	2700
Springfield,Ill. LFR	Quincy,Ill.LF/RBN	2000
Springfield,Mo. LFR	Joplin,Mo. LOM	2600
Springfield,Va. LF/RBN	Washington,D.C. LFR	1500
Spring Valley INT, N.Y.	West Chester Co., N.Y. LOM	2000
St.Joseph,Mo.VOR	Int.S crs Lincoln, Neb.LFR&101-284°brg. Grand Island,Neb. LFR&St.Joseph,Mo. VOR	2700

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Int.S crs Lincoln, Neb.LFR&101-284° brg Grand Island, Neb.LFR&St.Joseph, Mo. VOR	Lincoln,Neb.LFR	2700
St.Louis,Mo.LFR	Belleville,Ill. (Scott) LFR	2100
Stockton,Calif. LFR	Newark,Calif. LF/RBN	5000
Stockton,Calif. LFR	Travis(AFB),Calif. LFR	2000
Stroudsburg INT, Pa.	Wilkes-Barre,Pa. VOR	3500
Syracuse,N.Y.VOR	Utica,N.Y.LFR	1900
Tallahassee,Fla. LFR	Valdosta,Ga. LF/RBN	1500
Tallahassee,Fla. VOR	Valdosta,Ga.VOR	1500
Tampa,Fla.VOR	W.Palm Beach,Fla. VOR	4000
Tampa,Fla.LFR	W.Palm Beach,Fla. LFR	2100
Texarkana,Tex.LFR	Tulsa,Okla.LFR	3400
Texarkana,Tex.LFR	Tyler,Tex.LFR	2000
Thermal,Calif.LFR	Salton INT,Calif.	9000
Tucumcari,N.M.LFR or VOR	Clovis(AFB)N.M. LF/RBN	7000
Tucumcari,N.M.LFR	Lubbock,Tex.LFR	6000
Tucumcari,N.M.VOR	Lubbock,Tex.VOR	7000

DIRECT ROUTES - U.S. - cont'd.

FROM	TO	MEA
Utica,N.Y.LFR	*Int.Binghamton,N.Y. VOR 058° rad. & Syracuse,N.Y.VOR 142° rad.	3500
*5000 - MCA S-bound		
*Int.Binghamton, N.Y.VOR 058° rad & Syracuse,N.Y. VOR 142° rad.	Wilkes-Barre,Pa. VOR	5000
*5000 - MCA S-bound		
Valdosta,Ga.VOR	Genoa INT,Fla.	1300
Vinland INT,Kans.	Topeka,Kans.LF/RBN	2400
Waterloo,Iowa VOR	Moline,Ill.VOR	*3200
*3100 - MOCA		
Watertown,S.D. VOR	Sioux Falls,S.D. VOR	3000
Watertown,S.D.VOR	Fargo,N.D.VOR	3000
Weatogue INT, Conn.	Int.NE crs Bridgeport, Conn.LFR & S crs Westfield,Mass. LFR	2500
Weston INT,Neb.	Lincoln,Neb.LFR	2500
White Water INT, Kans.	Towanda,Kans. LF/RBN S-bound only	2800
Wichita,Kans.VOR	North Fork,Kans. LF/RBN	3000
Wichita,Kans.LFR	North Fork,Kans. LF/RBN	3000
Wichita,Kans.VOR	Walton INT,Kans.	3400
Windsor,Ont.LFR	White Lake INT, Mich.	2700
Worcester,Mass. LOM	Int.SW crs Boston, Mass.LFR & SE crs Worcester,Mass. ILS	2000

§610.6001 VOR CIVIL AIRWAY 1

FROM	TO	MEA
Myrtle Beach, S. C. VOR	Wilmington, N.C. VOR	1400
Wilmington,N.C. VOR	LaGrange INT,N.C.	*2300
*1400 - MOCA		
LaGrange INT,N.C.	Cofield,N.C.VOR	*4000
*1400 - MOCA		
Cofield,N.C.VOR	Corapeake INT,Va.	1200
Corapeake INT, Va.	Norfolk,Va. ILS loc.	1500
Norfolk, Va.ILS localizer	Whitehurst INT,Va.	1500
Charleston,S.C. VOR	*Jamestown INT,S.C.	1300
*2200 - MRA		
Jamestown INT, S. C.	Myrtle Beach,S.C. VOR	1300
Whitehurst INT, Va.	Salisbury, Md. VOR	1500
Salisbury,Md.VOR	Atlantic City INT, N. J.	*2000
*1500 - MOCA		
Atlantic City INT, N.J.	Coyle, N.J. VOR	1500
Coyle,N.J.VOR	Idlewild,N.Y.VOR	1500
Idlewild,N.Y.VOR	New Rochelle INT, N.Y.	1500
New Rochelle INT, N.Y.	Wilton,Conn.VOR	2000

§610.6002 VOR CIVIL AIRWAY 2

FROM	TO	MEA
*Seattle, Wash. VOR	Ellensburg, Wash. VOR	8000
*4000 - MCA Seattle VOR, E-bound		
*Seattle,Wash. VOR	Cumberland INT, Wash.	
Via S alter.	Via S alter.	
	SE-bound	10000
	NW-bound	4000
*6000 - MCA Seattle VOR, SE-bound		
Cumberland INT, Wash.	Ranger Creek INT, Wash.	
Via S alter.	Via S alter.	10000
Ranger Creek INT, Wash.	Thorp INT, Wash.	
Via S alter.	Via S alter.	10000
Thorp INT,Wash.	*Ellensburg,Wash.VOR	
Via S alter.	Via S alter.	
	E-bound	7000
	W-bound	10000
*6700 - MCA Ellensburg VOR, W-bound		
Ellensburg, Wash. VOR	Ephrata, Wash. VOR	7000
Ephrata,Wash.VOR	*Spokane,Wash.VOR	5000
*5600 - MCA Spokane VOR, E-bound		
Rockford, Wash. FM	Spokane, Wash. VOR W-bound only	6000
Spokane, Wash. VOR	Mullen Pass, Idaho VOR	9000
Mullen Pass, Idaho VOR	Missoula, Mont. VOR	9000
Missoula, Mont. VOR	Drummond, Mont. VOR	9000

VOR CIVIL AIRWAY 2 - cont'd.

FROM	TO	MEA
Drummond, Mont. VOR	Helena, Mont. VOR	9000
Helena,Mont.VOR	Bozeman,Mont.VOR	11000
Bozeman,Mont.VOR	*Livingston,Mont. VOR	10000
*9300 - MCA Livingston VOR, W-bound		
Livingston, Mont. VOR	Billings, Mont. VOR	9000
Billings, Mont. VOR	Miles City, Mont. VOR	5000
Miles City,Mont. VOR	Dickinson,N.Dak. VOR	4500
Dickinson, N. Dak. VOR	Bismarck, N. Dak. VOR	4000
via N alter.	via N alter.	4000
Bismarck, N. Dak. VOR	Jamestown, N. Dak. VOR	3400
via N alter.	via N alter.	3400
Jamestown, N. Dak. VOR	Fargo, N. Dak. VOR	2800
via N alter.	via N alter.	2800
Fargo, N. Dak. VOR	Alexandria, Minn. VOR	2800
via N alter.	via N alter.	2800
Alexandria, Minn. VOR	Minneapolis, Minn. VOR	2600
Minneapolis, Minn. VOR	*Wabasha INT, Wis.	2500
*Wabasha INT, Wis.	La Crosse, Wis. VOR	2600
*3000 - MRA		
Minneapolis, Minn. VOR	Elmo INT, Wis.	
via N alter.	via N alter.	2500
Elmo INT, Wis.	La Crosse, Wis.	
via N alter.	VOR via N alter	2600
La Crosse,Wis. VOR	Lone Rock,Wis. VOR	2600
Via N alter.	Via N alter.	2600
Lone Rock, Wis. VOR	Milwaukee, Wis. VOR	2500
via N alter.	via N alter.	2500
Milwaukee,Wis. VOR	*Cardinal INT,Wis.	2700
*2700 - MCA Cardinal INT, W-bound		
Cardinal INT,Wis.	Muskegon,Mich.VOR	2000
Milwaukee,Wis.VOR	Sun Fish INT,Wis.	
Via S alter.	Via S alter.	2300
Sun Fish INT,Wis.	Muskegon,Mich.VOR	
Via S alter.	Via S alter.	2000
Muskegon, Mich. VOR	Lansing, Mich. VOR	2500
Muskegon,Mich. VOR	Grand Rapids,Mich ILS/LOM	
Via S alter.	Via S alter.	2200
Grand Rapids, Mich. ILS/LOM	Lansing, Mich.VOR	
Via S alter.	Via S alter.	2200
Lansing, Mich. VOR	Salem, Mich. VOR	2900
Buffalo, N. Y. VOR	Rochester, N. Y. VOR	2100
East Pembroke, N.Y. FM	Buffalo, N.Y. VOR W-bound only	1900

VOR CIVIL AIRWAY 2 - cont'd.

FROM	TO	MEA
Rochester, N. Y. VOR	*Fairville INT, N. Y.	2000
*Fairville INT, N. Y.	Syracuse, N. Y. VOR	2000
*3000 - MRA		
Syracuse,N.Y.VOR	*Sherrill INT,N.Y.	3000
*3500 - MRA		
Sherrill INT,N.Y.	Albany,N.Y.VOR	3000
Syracuse,N.Y.VOR	Munnsville INT,N.Y.	
Via S alter.	Via S alter.	3000
Munnsville INT, N.Y.	Albany,N.Y.VOR	
Via S alter.	Via S alter.	4500
Albany, N. Y. VOR	Greenfield INT, Mass.	5500
Grafton, N.Y.FM	Albany, N.Y. VOR W-bound only	3000
*Greenfield INT, Mass.	Gardner, Mass. VOR	3000
*5500 - MCA Greenfield INT, W-bound		
Gardner, Mass. VOR	Boston, Mass. VOR	3000

§610.6003 VOR CIVIL AIRWAY 3

FROM	TO	MEA
Key West,Fla.VOR	Miami,Fla.VOR	*2500
*1300 - MOCA		
Miami, Fla. VOR	Golden Beach INT, Fla.	1400
Golden Beach INT, Fla.	West Palm Beach, Fla. VOR	1500
West Palm Beach, Fla.VOR	Vero Beach,Fla. VOR	1200
Vero Beach,Fla. VOR	Daytona Beach,Fla. VOR	*1500
*1300 - MOCA		
West Palm Beach, Fla. VOR	Vero Beach, Fla. VOR	
via E alter.	via E alter.	1500
Daytona Beach, Fla. VOR	Marion INT,Fla.	
Via E alter.	Via E alter.	*1400
*1200 - MOCA		
Marion INT,Fla.	Jacksonville,Fla.VOR	
Via E alter.	Via E alter.	*1400
*1300 - MOCA		
Vero Beach,Fla. VOR	Daytona Beach,Fla. VOR	1300
Daytona Beach, Fla. VOR	Jacksonville,Fla. VOR	1400
Jacksonville,Fla. VOR	*St.Marys INT,Ga.	1200
*4000 - MRA		
St.Marys INT,Ga.	Brunswick,Ga.VOR	1200
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla.	Brunswick,Ga.VOR	
Via W alter.	Via W alter.	*1300
*1200 - MOCA		
Brunswick,Ga. VOR	*Harris Neck INT, Ga.	1500
*4000 - MRA		
Harris Neck INT, Ga.	Savannah,Ga.VOR	1500

VOR CIVIL AIRWAY 3 - cont'd.

FROM	TO	MEA
Brunswick,Ga.VOR	Savannah,Ga.VOR	
Via E alter.	Via E alter.	1500
Savannah,Ga.VOR	*Burton INT,S.C.	1400
*5500 - MRA		
Burton INT,S.C.	*Adams Run INT,S.C.	1400
*2000 - MRA		
Adams Run INT, S.C.	Charleston,S.C. VOR	1400
Savannah, Ga. VOR	Charleston, S. C. VOR	
via W alter.	via W alter.	1400
Charleston,S.C. VOR	*Lake Moultrie INT, S. C.	1300
*2000 - MRA		
Lake Moultrie INT, S.C.	Florence, S.C.VOR	1300
Charleston, S. C. VOR	Florence, S. C. VOR	
via E alter.	via E alter.	1300
Florence, S. C. VOR	Lumberton, S. C. VOR	2100
Lumberton,S.C. VOR	*Murray INT,N.C.	2100
*3300 - MRA		
Murray INT,N.C.	Raleigh-Durham, N.C. VOR	2100
Florence, N. C. VOR	Raleigh-Durham, N. C. VOR	
via W alter.	via W alter.	*2400
*1800 - MOCA		
Raleigh-Durham, N.C. VOR	Lawrenceville,Va. VOR	1800
Lawrenceville, Va. VOR	Flat Rock, Va. VOR	1500
Flat Rock,Va.VOR	Potomac INT,Va.	*3000
*1500 - MOCA		
District INT,Md.	Hereford INT,Md.	*5000
*2000 - MOCA		
Hereford INT,Md.	Parkton INT,Md.	*3000
*1500 - MOCA		
Parkton INT,Md.	West Chester,Pa. VOR	2000
West Chester, Pa. VOR	Caldwell, N. J. VOR	2000
Caldwell, N. J. VOR	Wilton, Conn. VOR	2000
Wilton, Conn. VOR	Hartford, Conn. VOR	2000
Hartford, Conn. VOR	Millbury INT, Mass.	2400
Millbury INT, Mass.	Boston, Mass. VOR	*3000
*2000 - MOCA		
Boston, Mass. VOR	Kennebunk, Me. VOR	1700
Kennebunk, Me. VOR	Augusta, Me. VOR	2000
Augusta, Me. VOR	Bangor, Me. VOR	2300
Bangor, Me. VOR	Houlton, Me. VOR	2000
Houlton, Me. VOR	Presque Isle, Me. VOR	2700

§610.6004 VOR CIVIL AIRWAY 4

FROM	TO	MEA
*Seattle, Wash. VOR	Cumberland INT, Wash. SE-bound	10000
	NW-bound	4000
*6000 - MCA Seattle VOR, SE-bound		
Cumberland INT, Wash.	Ranger Creek INT, Wash.	10000
Ranger Creek INT, Wash.	Tieton INT, Wash.	10000
Tieton INT, Wash.	*Selah INT, Wash. SE-bound	5000
	NW-bound	7000
*7000 - MCA Selah INT, NW-bound		
Selah INT, Wash.	Yakima, Wash. VOR	4500
*Seattle, Wash. VOR	**Carbonado INT, Wash.	
Via S alter.	Via S alter.	6000
*3000 - MCA Seattle VOR, S-bound		
**8500 - MCA Carbonado INT, E-bound		
Carbonado INT, Wash.	Mud Lake INT, Wash.	
Via S alter.	Via S alter. E-bound	10000
	W-bound	8500
Mud Lake INT, Wash.	Ranger Creek INT, Wash.	
Via S alter.	Via S alter.	10000
Ranger Creek INT, Wash.	Tieton INT, Wash.	
Via S alter.	Via S alter.	10000
Tieton INT, Wash.	*Selah INT, Wash.	
Via S alter.	Via S alter. SE-bound	5000
	NW-bound	7000
*7000 - MCA Selah INT, NW-bound		
Selah INT, Wash.	Yakima, Wash. VOR	
Via S alter.	Via S alter.	4500
Yakima, Wash. VOR	*Pendleton, Ore. VOR	5000
*4400 - MCA Pendleton VOR, SE-bound		
LaGrande, Ore. FM	Pendleton, Wash. VOR NW-bound only	7000
Pendleton, Ore. VOR	Baker, Ore. VOR	10000
Baker, Ore. VOR	Boise, Idaho VOR	9000
Payette, Idaho FM	Boise, Idaho VOR SE-bound only	5500
Boise, Idaho VOR	Glenns Ferry INT, Idaho	8500
Glenns Ferry INT, Idaho	Burley, Idaho VOR	9000
Mountain Home, Idaho FM	Boise, Idaho VOR NW-bound only	7600
Mountain Home, Idaho FM	Boise, Idaho VOR NW-bound only	
Via S alter.	Via S alter.	7600
Boise, Idaho VOR	Glenns Ferry INT, Idaho	
via S alter.	via S alter.	8500
Glenns Ferry INT, Idaho	Twin Falls, Idaho VOR	
via S alter.	via S alter.	8500
Twin Falls, Idaho VOR	Burley, Idaho VOR	
via S alter.	via S alter.	6700
*Burley, Idaho VOR	Malad City, Idaho VOR	11,000
*7100 - MCA Burley VOR, E-bound		

VOR CIVIL AIRWAY 4 - cont'd.

FROM	TO	MEA
Malad City, Idaho VOR	Green River INT, Wyo.	*13,800
*12000 - MOCA		
Green River INT, Wyo.	Rock Springs, Wyo. VOR	10,000
Rock Springs, Wyo. VOR	Cherokee, Wyo. VOR	10000
Via N alter.	Via N alter.	10000
Cherokee, Wyo. VOR	*Laramie, Wyo. VOR	14000
*12500 - MCA Laramie VOR, W-bound		
Laramie, Wyo. VOR	*Dacono INT, Colo.	11500
*8000 - MCA Dacono INT, NW-bound		
Dacono INT, Colo.	Denver, Colo. VOR	7500
Laramie, Colo. VOR	Nunn INT, Colo.	
Via N alter.	Via N alter.	*12500
*11000 - MOCA		
Nunn INT, Colo.	*Gill INT, Colo.	
Via N alter.	Via N alter.	**14000
*14000 - MCA Gill INT, NW-bound		
**7500 - MOCA		
Gill INT, Colo.	Denver, Colo. VOR	
Via N alter.	Via N alter.	7500
Denver, Colo. VOR	Thurman, Colo. VOR	6600
Thurman, Colo. VOR	Goodland, Kans. VOR	5800
via N alter.	via N alter.	5800
Goodland, Kans. VOR	Hill City, Kans. VOR	4700
via N alter.	via N alter.	4700
Hill City, Kans. VOR	Russell, Kans. VOR	3800
Russell, Kans. VOR	Salina, Kans. VOR	3000
Salina, Kans. VOR	Topeka, Kans. VOR	3000
via S alter.	via S alter.	*3600
*3000 - MOCA		
Topeka, Kans. VOR	Kansas City, Mo. VOR	2400
via N alter.	via N alter.	2400
Topeka, Kans. VOR	Bonner Springs INT, Kans.	
Via S alter.	Via S alter.	2400
Bonner Springs INT, Kans	Blue Springs, Mo. VOR	
Via S alter.	Via S alter.	*4000
*3000 - MOCA		
Blue Springs, Mo. VOR	Columbia, Mo. VOR	
Via S alter.	Via S alter.	*4000
*2400 - MOCA		
Kansas City, Mo. VOR	*Marshall INT, Mo.	**3400
*4000 - MRA		
**2400 - MOCA		
*Marshall INT, Mo.	Columbia, Mo. VOR	**3400
*4000 - MRA		
**2400 - MOCA		
Kansas City, Mo. VOR	Excelsior INT, Mo.	
via N alter.	via N alter.	2400
Excelsior INT, Mo.	Tina INT, Mo.	
Via N alter.	Via N alter.	*3000
*2400 - MOCA		

VOR CIVIL AIRWAY 4 - cont'd.

FROM	TO	MEA
Tina INT, Mo.	Columbia, Mo. VOR	
via N alter.	via N alter.	*4900
*2400 - MOCA		
Columbia, Mo. VOR	*New Florence INT, Mo.	2100
*3000 - MRA		
New Florence INT, Mo.	*Monroe INT, Mo.	2100
*3000 - MRA		
Monroe INT, Mo.	St. Louis, Mo. VOR	2100
Columbia, Mo. VOR	St. Louis, Mo. VOR	
via N alter.	via N alter.	2100
via S alter.	via S alter.	2200
St. Louis, Mo. VOR	Troy, Ill. VOR	2100
Troy, Ill. VOR	Centralia, Ill. VOR	2000
St. Louis, Mo. VOR	Centralia, Ill. VOR	
via S alter.	via S alter.	2200
Centralia, Ill. VOR	Evansville, Ind. VOR	2100
via S alter.	via S alter.	2100
Evansville, Ind. VOR	Apalona INT, Ind.	2500
Apalona INT, Ind.	*Elizabeth INT, Ind.	2500
*4200 - MRA		
Elizabeth INT, Ind.	Louisville, Ky. VOR	2500
Evansville, Ind. via N alter.	Louisville, Ky. via N alter.	2500
Louisville, Ky. VOR	*Mt. Eden INT, Ky.	2200
*Mt. Eden INT, Ky.	Lexington, Ky. VOR	2200
*4000 - MRA		
Louisville, Ky. VOR	Lexington, Ky. VOR	
via S alter.	via S alter.	2200
via N alter.	via N alter.	2300
Lexington, Ky. VOR	Morehead INT, Ky.	2600
Morehead INT, Ky.	Wayne INT, W. Va.	*4000
*2500 - MOCA		
Wayne INT, W. Va.	Charleston, W. Va. VOR E-bound	2500
	W-bound	4000
Charleston, W. Va. VOR	Ivydale INT, W. Va.	3000
Ivydale INT, W. Va.	Flat Woods INT, W. Va.	4000
Flat Woods INT, W. Va.	Elkins, W. Va. VOR	5000
Charleston, W. Va. VOR	Elkins, W. Va. VOR	
via S alter.	via S alter.	5000
Elkins, W. Va. VOR	Petersburg INT, W. Va.	6800
*Petersburg INT, W. Va.	Front Royal, Va. VOR	5300
*6000 - MCA Petersburg INT, W-bound		
Front Royal, Va. VOR	Herndon, Va. VOR	4000

§610.6005 VOR CIVIL AIRWAY 5

FROM	TO	MEA
Miami, Fla. VOR	New River INT, Fla.	1300
New River INT, Fla.	Belle Glade INT, Fla.	2000
Belle Glade INT, Fla.	*Dixie Ranch INT, Fla.	**10000
*4000 - MRA		
**1300 - MOCA		
Dixie Ranch INT, Fla.	Kissimmee INT, Fla.	*4000
*1200 - MOCA		
Kissimmee INT, Fla.	Orlando, Fla. VOR	*1500
*1300 - MOCA		
Orlando, Fla. VOR	*Cresent Lake INT Fla.	**3000
*3000 - MRA		
**1300 - MOCA		
Cresent Lake INT, Fla.	Blue Jacket INT, Fla.	*3000
*1300 - MOCA		
Blue Jacket INT, Fla.	Jacksonville, Fla. VOR	1500
Orlando, Fla. VOR	Daytona Beach, Fla. VOR	
Via E alter.	Via E alter.	1300
Daytona Beach, Fla. VOR	*Cresent Lake INT, Fla.	
Via E alter.	Via E alter.	1200
*3000 - MRA		
Cresent Lake INT, Fla.	Blue Jacket INT, Fla.	
Via E alter.	Via E alter.	*3000
*1300 - MOCA		
Blue Jacket INT, Fla.	Jacksonville, Fla. VOR	
Via E alter.	Via E alter.	1500
Jacksonville, Fla. VOR	Folkston INT, Ga.	1300
Folkston INT, Ga.	*Waycross INT, Ga.	1600
*1800 - MRA		
Waycross INT, Ga.	Alma, Ga. VOR	1600
Jacksonville, Fla. VOR	Colesburg INT, Ga.	
Via E alter.	Via E alter.	1200
Colesburg INT, Ga.	Alma, Ga. VOR	
Via E alter.	Via E alter.	*1400
*1200 - MOCA		
Jacksonville, Fla. VOR	Callahan INT, Fla.	
Via W alter.	Via W alter.	1200
Callahan INT, Fla.	Hilliard INT, Fla.	
Via W alter.	Via W alter.	1300
Hilliard INT, Fla.	Alma, Ga. VOR	
Via W alter.	Via W alter.	1600
Alma, Ga. VOR	*Red Dog INT, Ga.	1800
*5100 - MRA		
Red Dog INT, Ga.	Macon, Ga. VOR	1800
Macon, Ga. VOR	*McDonough INT, Ga.	**3000
*2500 - MRA		
**2100 - MOCA		
McDonough INT, Ga.	Kennesaw INT, Ga.	*8000
*3000 - MOCA		
Kennesaw INT, Ga.	Chattanooga, Tenn. VOR	*4000
*3500 - MOCA		

VOR CIVIL AIRWAY 5 - cont'd.

FROM	TO	MEA
Alma, Ga. VOR via W alter. *1700 - MOCA	Powersville INT, Ga. via W alter.	*6800
Powersville INT, Ga. via W alter. *2300 - MOCA	Atlanta, Ga. VOR via W alter.	*3500
Atlanta, Ga. VOR Via W alter.	Kennesaw INT, Ga. Via W alter.	3000
Kennesaw INT, Ga. Via W alter. *3500 - MOCA	Chattanooga, Tenn. VOR Via W alter.	*4000
Chattanooga, Tenn. VOR	Nashville, Tenn. VOR	4000
Nashville, Tenn. VOR	Bowling Green, Ky. VOR	2100
Bowling Green, Ky. VOR	Louisville, Ky. VOR	2200
Bowling Green, Ky. VOR via E alter. *2400 - MOCA	Campbellsville INT, Ky. via E alter.	*3000
Campbellsville INT, Ky. via E alter *2400 - MOCA	Louisville, Ky. VOR via E alter.	*3000
Louisville, Ky. VOR	*Warsaw INT, Ky.	2400
*Warsaw INT, Ky.	Cincinnati, Ohio VOR *2800 - MRA	2000
via E alter.	via E alter.	2400
Cincinnati, Ohio VOR	Columbus, Ohio VOR	2500
Columbus, Ohio VOR *4500 - MRA	*Fredericktown INT, Ohio	2500
Fredericktown INT, Ohio	Mansfield, Ohio VOR	2500
Columbus, Ohio VOR Via E alter.	Mansfield, Ohio VOR Via E alter.	2500
Mansfield, Ohio VOR	Cleveland, Ohio VOR	2500
Cleveland, Ohio VOR	U.S. Canadian Border	2500

§610.6006 VOR CIVIL AIRWAY 6

FROM	TO	MEA
Half Moon Bay INT, Calif.	Oakland, Calif. VOR	4000
Oakland, Calif. VOR	Sacramento, Calif. VOR	4000
Bay Point, Calif. FM	Sacramento, Calif. VOR E-bound only	2000
Oakland, Calif. VOR Via S alter. *4000 - MCA Altamont INT, W-bound	*Altamont INT, Calif. Via S alter.	5000
Altamont INT, Calif. Via S alter.	Sacramento, Calif. VOR Via S alter. N-bound S-bound	 2000 3000

VOR CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Sacramento, Calif. VOR	Folsom INT, Calif.	3000
Folsom INT, Calif.	*Coloma INT, Calif. NE-bound SW-bound	 9500 5000
*9500 - MCA Coloma INT, NE-bound		
Coloma INT, Calif.	Tahoe INT, Calif. NE-bound SW-bound	 13000 9500
Tahoe INT, Calif. *12000 - MCA Reno VOR, SW-bound	*Reno, Nev. VOR	*13000
*Sacramento, Calif. VOR Via N alter.	**Auburn INT, Calif. Via N alter. NE-bound SW-bound	 11000 7000
*3000 - MCA Sacramento VOR, NE-bound		
**7500 - MCA Auburn INT, NE-bound		
Auburn INT, Calif. Via N alter.	Mt. Lola INT, Calif. Via N alter.	11000
Blue Canyon, Calif. FM Via N alter.	Auburn INT, Calif. Via N alter. SW-bound only	7000
Mt. Lola INT, Calif. Via N alter. *10000 - MCA Reno VOR, W-bound	*Reno, Nev. VOR Via N alter.	11000
Reno, Nev. VOR	Lovelock, Nev. VOR	10,000
Lovelock, Nev. VOR	Battle Mountain, Nev. VOR	12,000
Battle Mountain, Nev. VOR	Wells, Nev. VOR	12,000
Battle Mountain, Nev. VOR via S alter.	Elko, Nev. VOR via S alter.	11,000
Elko, Nev. VOR via S alter.	Wells, Nev. VOR via S alter.	13,000
Wells, Nev. VOR	Lucin, Utah VOR NE-bound SW-bound	 11000 12000
Lucin, Utah VOR	*A beam of Promontory Pt. Utah LF/RBN	9000
*10000 - MCA A beam of Promontory Pt. LF/RBN, E-bound		
A beam of Promontory Pt. Utah LF/RBN	Ogden, Utah VOR E-bound W-bound	 11000 9000
*Ogden, Utah VOR *11000 - MCA Ogden VOR, E-bound	Fort Bridger, Wyo. VOR	12000
*Ogden, Utah VOR Via N alter. *11000 - MCA Ogden VOR, E-bound	Fort Bridger, Wyo. VOR Via N alter.	13000
Fort Bridger, Wyo. VOR via N alter.	Rock Springs, Wyo. VOR via N alter.	10,000 10,000
Rock Springs, Wyo. VOR	Cherokee, Wyo. VOR	10000
Via N alter.	Via N alter.	10000
Cherokee, Wyo. VOR Via N alter.	Rock River, Wyo. VOR Via N alter.	12000 12000

VOR CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Rock River, Wyo. VOR	Bushnell INT, Wyo.	10500
Bushnell INT, Wyo.	Sidney, Nebr. VOR	7300
Sidney, Nebr. VOR	Ogallala INT, Nebr.	6100
Ogallala INT, Nebr. *5400 - MOCA	North Platte, Nebr. VOR	*5600
Sidney, Nebr. VOR Via N alter.	North Platte, Nebr. VOR Via N alter.	6100
North Platte, Nebr. VOR via N alter. *4100 - MOCA	Grand Island, Nebr. VOR via N alter.	*4800 *5400
Grand Island, Nebr. VOR via S alter via N alter. *3200 - MOCA **3500 - MOCA ***2900 - MOCA	Omaha, Nebr. VOR via S alter. via N alter.	*3700 **4000 ***4000
Omaha, Nebr. VOR *5500 - MRA	*Lyman INT, Iowa	2600
Lyman INT, Iowa *3000 - MRA	*Middle River INT, Iowa	2600
Middle River INT, Iowa	Des Moines, Iowa VOR	2600
Omaha, Nebr. VOR Via S alter. *2700 - MOCA	Des Moines, Iowa VOR Via S alter.	*3600
Des Moines, Iowa VOR via N alter. *3500 - MRA	*Monroe INT, Iowa via N alter.	2200
Monroe INT, Iowa via N alter.	Iowa City, Iowa VOR via N alter.	2200
Des Moines, Iowa VOR via S alter.	Iowa City, Iowa VOR via S alter.	2200 2200
Iowa City, Iowa VOR via S alter.	Moline, Ill. VOR via S alter.	2000 2100
Moline, Ill. VOR *2500 - MRA	*Shabbona INT, Ill.	2100
Shabbona INT, Ill.	Naperville, Ill. VOR	2100
Naperville, Ill. VOR	South Bend, Ind. VOR	2300
South Bend, Ind. VOR *2300 - MOCA	Elmira INT, Ohio	*3000
Elmira INT, Ohio	Waterville, Ohio VOR	2000
Waterville, Ohio VOR	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR via N alter.	Youngstown, Ohio VOR via N alter.	2500
Cleveland, Ohio VOR	Chagrin Falls INT, Ohio	3000
Brecksville, Ohio FM	Chagrin Falls INT, Ohio E-bound only	2500
Chagrin Falls INT, Ohio	Youngstown, Ohio VOR	2500

VOR CIVIL AIRWAY 6 - cont'd.

FROM	TO	MEA
Youngstown, Ohio VOR *4000 - MRA	*Mercer INT, Pa.	2600
Mercer INT, Pa. *4000 - MRA	*Brookville INT, Pa.	4000
Brookville INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Allentown, Pa. VOR	4000
Allentown, Pa. VOR	Amboy INT, N.J.	2500

§610.6007 VOR CIVIL AIRWAY 7

FROM	TO	MEA
Miami, Fla. VOR	*Hammock INT, Fla. *1500 - MRA	1200
*Hammock INT, Fla.	Ft. Myers, Fla. VOR *1500 - MRA	1200
Ft. Myers, Fla. VOR	*Arcadia INT, Fla. **1300 - MOCA	**2000
*Arcadia INT, Fla.	Lakeland, Fla. VOR *2500 - MRA	**2000
Ft. Myers, Fla. VOR Via E alter. *5000 - MRA	*LaBelle INT, Fla. Via E alter.	1300
LaBelle INT, Fla. Via E alter. *1300 - MOCA	Lakeland, Fla. VOR Via E alter.	*4000
Lakeland, Fla. VOR	Katy INT, Fla.	1300
Katy INT, Fla. *1200 - MOCA	Dade City INT, Fla.	*1500
Dade City INT, Fla. *2000 - MRA **1200 - MOCA	*Homo INT, Fla.	**2000
Homo INT, Fla.	Cross City, Fla. VOR *1300 - MOCA	*2000
Ft. Myers, Fla. VOR via W alter. *2000 - MRA **1200 - MOCA	Tampa, Fla. VOR via W alter.	1500
Tampa, Fla. VOR via W alter. *Homo INT, Fla. **1200 - MOCA	*Homo INT, Fla. via W alter.	**1500
*Homo INT, Fla. via W alter. *2000 - MRA **1300 - MOCA	Cross City, Fla. VOR via W alter.	**2000
Cross City, Fla. VOR Via W alter. *1500 - MOCA	Lobster INT, Fla. Via W alter.	*2000
Lobster INT, Fla. Via W alter. *1200 - MOCA	Bristol INT, Fla. Via W alter.	*5000
Bristol INT, Fla. Via W alter. *1500 - MOCA	Marianna, Fla. VOR Via W alter.	*2000
Cross City, Fla. VOR	Tallahassee, Fla. VOR	1500

VOR CIVIL AIRWAY 7 - cont'd.

FROM	TO	MEA
Tallahassee,Fla. VOR	Marianna,Fla.VOR	1500
Marianna,Fla.VOR	Dothan,Ala. TVOR	1800
Dothan,Ala.TVOR *2000 - MRA **1700 - MOCA	*Saco INT,Ala.	**2000
Saco INT,Ala. *3500 - MRA	*Shady Grove INT, Ala.	1800
Shady Grove INT, Ala.	Montgomery,Ala. VOR	1700
Montgomery, Ala. VOR via W alter. *2600 - MOCA	Birmingham, Ala. VOR via W alter.	2800 *2700
Montgomery, Ala. VOR via E alter. *3500 - MOCA	Birmingham, Ala. VOR via E alter.	*4000
Birmingham, Ala. VOR	Muscle Shoals, Ala. VOR	2500
Muscle Shoals, Ala. VOR	Graham, Tenn. VOR	2500
Graham,Tenn.VOR	Nashville,Tenn.VOR	3000
Nashville,Tenn. VOR	Lewisburg INT,Ky.	3000
Lewisburg INT, Ky. *2500 - MOCA	Evansville, Ind. VOR	*3000
Evansville, Ind. VOR via W alter.	Terre Haute, Ind. VOR via W alter.	1900 1900
Terre Haute,Ind. VOR	Lafayette,Ind.VOR	2000
Via W alter.	Via W alter.	2000
Lafayette,Ind. VOR	Chicago Hgts.,Ill. VOR	2000
Via E alter.	Via E alter.	2000
Chicago Hgts,Ill. VOR	City INT, ILL.	2000
City INT,Ill. *3600 - MRA **2500 - MOCA	*Lake Forest INT, Ill.	**3000
Lake Forest INT, Ill. *3000 - MRA **2000 - MOCA	*Bristol INT	**3000
Bristol INT, Wis. *3000 - MRA **2000 - MOCA	*Wind Lake Wis.	*3000
Wind Lake INT, Wis.	Milwaukee,Wis.VOR	2300
Milwaukee,Wis. VOR	Green Bay,Wis. VOR	2600

§610.6008 VOR CIVIL AIRWAY 8

FROM	TO	MEA
Kingfish INT. Calif.	Long Beach, Calif. VOR	3500
Long Beach, Calif. VOR	Ontario, Calif. VOR	5000
*Ontario, Calif. VOR *8000 - MCA Ontario VOR, NE-bound	Daggett, Calif. VOR	10,000

§610.6008 VOR CIVIL AIRWAY 8

FROM	TO	MEA
Fontana, Calif. FM	Ontario, Calif. VOR SW-bound only	5000
*Long Beach, Calif. VOR Via N alter.	Covina INT,Calif. Via N alter. NE-bound SW-bound	12000 4000
*10000 - MCA Long Beach VOR, NE-bound		
Covina INT,Calif. Via N alter.	Hawkins INT,Calif. Via N alter. NE-bound SW-bound	12000 9000
Hawkins INT, Calif. Via N alter.	Daggett,Calif.VOR Via N alter.	12000
Daggett,Calif. VOR *13000 - MRA	*Silver Lake INT, Calif.	9500
Silver Lake INT, Calif.	Las Vegas,Nev.VOR	9500
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Mormon Mesa, Nev. VOR	Bryce Canyon, Utah VOR	13,000
Bryce Canyon, Utah VOR	Hanksville, Utah VOR	13,000
Hanksville, Utah VOR	Grand Junction, Colo. VOR	10,000
Grand Junction, Colo. VOR	Kremmling,Colo. VOR	14000
Kremmling,Colo. VOR Via N alter. *12600 - MCA Denver VOR, W-bound	*Denver,Colo.VOR *Via N alter.	16000 16000
Superior,Colo.FM	Denver,Colo.VOR E-bound only	10000
Denver, Colo. VOR	Akron, Colo. VOR	6600
Denver,Colo.VOR Via N alter.	Imperial,Nebr.VOR Via N alter.	9000
Denver, Colo. VOR via S alter.	Bennett INT, Colo. via S alter.	6600
Bennett INT, Colo. via S alter. *6600 - MOCA	Akron, Colo. VOR via S alter.	*8500
Akron, Colo. VOR via S alter.	Imperial, Nebr. VOR via S alter.	5600 5600
Imperial, Nebr. VOR via S alter. *4300 - MOCA	Grand Island, Nebr. VOR via S alter.	*6000 *8500
Grand Island, Nebr. VOR via S alter. via N alter. *3200 - MOCA **3500 - MOCA ***2900 - MOCA	Omaha, Nebr. VOR via S alter. via N alter.	*3700 **4000 ***4000
Omaha, Nebr. VOR *5500 - MRA	*Lyman INT, Iowa	3000
Lyman INT, Iowa *3000 - MRA	*Middle River INT, Iowa	2600

VOR CIVIL AIRWAY 8 - cont'd.

FROM	TO	MEA
*Middle River INT, Iowa *3000 - MRA	Des Moines, Iowa VOR	2600
Omaha,Nebr.VOR Via S alter. *2700 - MOCA	Des Moines,Iowa VOR Via S alter.	*3600
Des Moines,Iowa VOR Via S alter.	Iowa City,Iowa VOR	2200 2200
Iowa City,Iowa VOR Via S alter.	Moline,Ill.VOR	2000 2100
Moline,Ill.VOR *2500 - MRA	*Shabbona INT,Ill.	2100
Shabbona INT,Ill.	Naperville,Ill.VOR	2100
Naperville, Ill. VOR	City INT, Ill.	2300
City INT,Ill.	Chicago Hgts,Ill. VOR	2000
Chicago Hgts., Ill. VOR	Wheeler INT, Ind.	2000
Wheeler INT, Ind.	Goshen, Ind. VOR	2100
Goshen, Ind. VOR	Antwerp INT, Ohio	3000
Antwerp INT, Ohio	Findlay, Ohio VOR	2000
Findlay, Ohio VOR	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR	*Mt. Hope INT, Ohio	2500
*Mt. Hope INT, Ohio *4000 - MRA	Bergholz INT, Ohio	2500
Bergholz INT, Ohio	Pittsburgh, Pa. VOR	2700
Pittsburgh,Pa. VOR *4000 - MCA Scottsdale INT, E-bound	*Scottsdale INT,Pa.	3000
Scottsdale INT, Pa.	Flint Stone INT, Md.	4500
Flint Stone INT, Md.	Martinsburg,W.Va. VOR	4000
Martinsburg, W. Va. VOR	Dawsonville INT, Va.	3000
Dawsonville INT, Va.	Washington, D. C. TVOR	2000

§610.6009 VOR CIVIL AIRWAY 9

FROM	TO	MEA
New Orleans,La. VOR *2000 - MRA	*Mid Lake INT,La.	1700
Mid Lake INT,La. *2000 - MRA	*Hammond INT,La.	1700
Hammond INT,La.	McComb, Miss.VOR	1700
New Orleans, La. VOR via W alter.	McComb, Miss. VOR via W alter.	1700
McComb, Miss. VOR via W alter.	Jackson, Miss. VOR via W alter.	2000 2000
Jackson,Miss. VOR Via W alter. *1700 - MOCA	Greenwood,Miss. VOR Via W alter.	*2000 *2000

VOR CIVIL AIRWAY 9 - cont'd.

FROM	TO	MEA
Greenwood,Miss. VOR Via E alter. *1800 - MOCA **1600 - MOCA	Memphis,Tenn. VOR Via E alter.	*2000 **2000
Memphis,Tenn.VOR Via E alter.	Malden,Mo. VOR Via E alter.	2300 2300
Malden, Mo. VOR via W alter.	Farmington, Mo. VOR via W alter.	2400 2400
Farmington, Mo. VOR via W alter.	St. Louis, Mo. VOR via W alter.	2400
Farmington, Mo. VOR	*Crystal City INT, Mo.	2500
*Crystal City INT, Mo. *3000 - MRA	Meramec INT, Mo.	2500
Meramec INT, Mo.	St. Louis, Mo.VOR	2000
St. Louis, Mo. VOR via W alter.	Springfield, Mo. VOR via W alter.	2000 2000
St. Louis, Mo. VOR *3000 - MRA	*Fidelity INT, Ill.	2000
*Fidelity INT, Ill. *3000 - MRA	Springfield, Ill. VOR	2000
Springfield, Ill. VOR *2300 - MOCA	Pontiac, Ill. VOR	*2500
Pontiac, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Naperville, Ill. VOR	2000
Naperville,Ill. VOR	Milwaukee,Wis.VOR	2500
Naperville,Ill. Via W alter.	Woodstock INT,Wis. Via W alter.	2200
Woodstock INT, Wis. Via W alter.	Milwaukee,Wis.VOR Via W alter.	2400

§610.6010 VOR CIVIL AIRWAY 10

FROM	TO	MEA
Pueblo,Colo.VOR Via N alter.	Lamar,Colo. VOR Via N alter.	6000 6800
Lamar, Colo. VOR via N alter.	Garden City, Kans. VOR via N alter.	5000 5500
Garden City, Kans. VOR	Dodge City, Kans. VOR	4000
Dodge City, Kans. VOR	Hutchinson, Kans. VOR	4000
*Stafford INT, Kans. *5000 - MRA	Hutchinson, Kans. VOR E-bound only	3000
Dodge City, Kans. VOR via S alter. *3700 - MOCA	Hutchinson, Kans. VOR via S alter.	*4300
Dodge City,Kans. VOR Via N alter. *3600 - MOCA	Great Bend INT,Kans. Via N alter.	*4500

(13 Nov'1956)

VOR CIVIL AIRWAY 10 - cont'd.

FROM	TO	MEA
Great Bend INT, Kans.	Sterling INT, Kans.	
Via N alter.	Via N alter.	*4500
*3300 - MOCA		
Sterling INT, Kans.	Hutchinson, Kans. VOR	
Via N alter.	Via N alter.	
	NW-bound	4000
	SE-bound	3000
Hutchinson, Kans. VOR	Emporia, Kans. VOR	
via N alter.	via N alter.	3300
Hutchinson, Kans. VOR	Florence INT, Kans.	3300
Florence INT, Kans.	Emporia, Kans. VOR	3000
Emporia, Kans. VOR	*Pomona INT, Kans.	**2800
*2800 - MRA		
**2500 - MOCA		
Pomona INT, Kans.	Kansas City, Mo. VOR	*2800
*2500 - MOCA		
Kansas City, Mo. VOR	Lawson INT, Mo.	2400
Lawson INT, Mo.	*Chillicothe INT, Mo.	**3400
*Chillicothe INT, Mo.	Kirksville, Mo. VOR	**3400
*4000 - MRA		
**2400 - MOCA		
Kirksville Mo. VOR	Burlington, Iowa VOR	2100
via S alter.	via S alter.	*2300
*2100 - MOCA		
Burlington, Iowa VOR	Bradford, Ill. VOR	2000
via N alter.	via N alter.	2000
Bradford, Ill. VOR	Naperville, Ill. VOR	2000
Naperville, Ill. VOR	South Bend, Ind. VOR	2300
Naperville, Ill. VOR	Beacon INT (Lake Mich.)	
Via N alter.	Via N alter.	2500
Beacon INT, (Lake Mich.)	Neptune INT, (Lake Mich.)	
Via N alter.	Via N alter.	2000
Neptune INT, (Lake Mich.)	South Bend, Ind. VOR	
Via N alter.	Via N alter.	2300
South Bend, Ind. VOR	Union INT, Ind.	2000
Union INT, Ind.	Litchfield, Mich. VOR	2400
Litchfield, Mich. VOR	Milan INT, Mich.	2300
Milan INT, Mich.	Carleton, Mich. VOR	2000
Carleton, Mich. VOR	Pelee INT, Ont. Canada	#2000
#For that airspace over U.S. Territory		
Pelee INT, Ont. Canada	*Gill INT, U.S.	**#6000
*6000 - MRA		
**2000 - MOCA		
#For that airspace over U.S. Territory		

VOR CIVIL AIRWAY 10 - cont'd.

FROM	TO	MEA
Gill INT, U.S.	Youngstown, Ohio VOR	*#9000
*2500 - MOCA		
#For that airspace over U.S. Territory		
Gill INT, U.S.	Perry, Ohio LF/RBN	*#6000
*2500 - MOCA		
#Utilizing Perry LF/RBN		
Perry, Ohio LF/RBN	Youngstown, Ohio VOR	#2500
#Utilizing Perry LF/RBN		
Youngstown, Ohio VOR	*Mercer INT, Pa.	2600
*4000 - MRA.		
Mercer INT, Pa.	*Brookville INT, Pa.	4000
Brookville INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Stroudsburg, Pa. VOR	4000
Stroudsburg, Pa. VOR	Somerset INT, N.J.	2500
Somerset INT, N.J.	Coney Island INT, N. Y.	2000

§610.6011 VOR CIVIL AIRWAY 11

FROM	TO	MEA
Memphis, Tenn. VOR	Dyersburg, Tenn. VOR	2300
Via E alter.	Via E alter.	2300
Dyersburg, Tenn. VOR	Paducah, Ky. VOR	2000
Paducah, Ky. VOR	Evansville, Ind. VOR	2000
Evansville, Ind. VOR	Scotland, Ind. VOR	1800
Via E alter.	Via E alter.	2000
Scotland, Ind. VOR	Indianapolis, Ind. VOR	2000
Scotland, Ind. VOR	*Cloverdale INT, Ind.	
via W alter.	via W alter.	2800
*Cloverdale INT, Ind.	Indianapolis, Ind. VOR	
via W alter.	via W alter.	2200
*2800 - MCA Cloverdale INT, S-bound		
Scotland, Ind. VOR	*Paragon INT, Ind.	
via E alter.	via E alter.	**3000
*3000 - MRA		
**2200 - MOCA		
*Paragon INT, Ind.	Indianapolis, Ind. VOR	
via E alter.	via E alter.	2200
*3000 - MRA		
Indianapolis, Ind. VOR	Zionsville INT, Ind.	2800
Zionsville INT, Ind.	Ft. Wayne, Ind. VOR	2200
Ft. Wayne, Ind. VOR	Edgerton INT, Ind.	2800
Edgerton INT, Ind.	Hudson INT, Ind.	*4000
*2100 - MOCA		
Hudson INT, Ind.	Tipton INT, Ind.	*2300
*2100 - MOCA		

VOR CIVIL AIRWAY 11 - cont'd.

FROM	TO	MEA
Tipton INT, Ind.	Bridgewater INT, Ind.	2300
Bridgewater INT, Ind.	Salem, Ind. VOR	2300

§610.6012 VOR CIVIL AIRWAY 12

FROM	TO	MEA
Santa Barbara, Calif. VOR	Fillmore, Calif. VOR	8000
Fillmore, Calif. VOR	*Palmdale, Calif. VOR	9000
*9000 - MCA Palmdale VOR, SW-bound		
*Palmdale, Calif. VOR	Daggett, Calif. VOR	6000
Daggett, Calif. VOR	Needles, Calif. VOR	9000
Via N alter.	Via N alter.	8500
Needles, Calif. VOR	Prescott, Ariz. VOR	10,000
Prescott, Ariz. VOR	Winslow, Ariz. VOR	10,000
Winslow, Ariz. VOR	Zuni, N. Mex. VOR	10000
Via N alter.	Via N alter.	10000
Zuni, N. Mex. VOR	Grants, N. Mex. VOR	11,000
Grants, N. Mex. VOR	Albuquerque, N. Mex. VOR	10,000
*Albuquerque, N. Mex. VOR	**Otto, N. Mex. VOR	12000
*10700 - MCA Albuquerque VOR, E-bound		
**10000 - MCA Otto VOR, W-bound		
Albuquerque, N. Mex. VOR	Otto, N. Mex. VOR	
Via S alter.	Via S alter.	10000
Otto, N. Mex. VOR	Anton Chico, N. Mex. VOR	10,000
Anton Chico, N. Mex. VOR	Tucumcari, N. Mex. VOR	7500
via N alter.	via N alter.	7500
Tucumcari, N. Mex. VOR	Amarillo, Tex. VOR	5500
via N alter.	via N alter.	6000
Amarillo, Tex. VOR	Gage, Okla. VOR	4900
via N alter.	via N alter.	4900
Gage, Okla. VOR	Anthony, Kans. VOR	3500
Gage, Okla. VOR	Aetena INT, Okla.	
Via N alter.	Via N alter.	3500
Aetena INT, Okla.	Rago INT, Kans.	
Via N alter.	Via N alter.	*4500
*3500 - MOCA		
Rago INT, Kans.	Wichita, Kans. VOR	
Via N alter.	Via N alter.	3400
Anthony, Kans. VOR	*Milton INT, Kans.	2900
*4000 - MRA		
Milton INT, Kans.	Wichita, Kans. VOR	2900
Anthony, Kans. VOR	Wichita, Kans. VOR	
Via S alter.	Via S alter.	2500
*Wichita, Kans. VOR	**DeGraff INT, Kans.	3000
*3000 - MCA Wichita VOR, NE-bound		
**4800 - MRA		
DeGraff INT, Kans.	Emporia, Kans. VOR	3000

VOR CIVIL AIRWAY 12 - cont'd.

FROM	TO	MEA
*Wichita, Kans. VOR	Emporia, Kans. VOR	
Via N alter.	Via N alter.	3000
*3000 - MCA Wichita VOR, NE-bound		
Emporia, Kans. VOR	*Pomona INT, Kans.	**2800
*2800 - MRA		
**2500 - MOCA		
Pomona INT, Kans.	Kansas City, Mo. VOR	*2800
*2500 - MOCA		
Kansas City, Mo. VOR	*Marshall INT, Mo.	**3400
*4000 - MRA		
**2400 - MOCA		
Marshall INT, Mo.	Columbia, Mo. VOR	*3400
*2400 - MOCA		
Kansas City, Mo. VOR	Excelsior INT, Mo.	
via N alter.	via N alter.	2400
Excelsior INT, Mo.	Tina INT, Mo.	
Via N alter.	Via N alter.	*3000
*2400 - MOCA		
Tina INT, Mo.	Columbia, Mo. VOR	
via N alter.	via N alter.	*4900
*2400 - MOCA		
Columbia, Mo. VOR	*New Florence INT, Mo.	2100
*3000 - MRA		
New Florence INT, Mo.	*Monroe INT, Mo.	2100
*3000 - MRA		
Monroe INT, Mo.	St. Louis, Mo. VOR	2100
Columbia, Mo. VOR	St. Louis, Mo. VOR	
via S alter.	via S alter.	2200
via N alter.	via N alter.	2100
St. Louis, Mo. VOR	Vandalia, Ill. VOR	2000
Vandalia, Mo. VOR	*Union Center INT, Mo.	2000
*Union Center INT, Mo.	Terre Haute, Ind. VOR	2000
*2400 - MRA		
Terre Haute, Ind. VOR	Indianapolis, Ind. VOR	2200
Terre Haute, Ind. VOR	Cloverdale INT, Ind.	
via S alter.	via S alter.	2300
Cloverdale INT, Ind.	Indianapolis, Ind. VOR	
via S alter.	via S alter.	2200
Indianapolis, Ind. VOR	*Maxwell INT, Ind.	2400
*Maxwell INT, Ind.	Dayton, Ohio VOR	2300
*4000 - MRA		
Indianapolis, Ind. VOR	*Castleton INT, Ind.	
via N alter.	via N alter.	2800
*Castleton INT, Ind.	Dayton, Ohio VOR	
via N alter.	via N alter.	2500
*2800 - MCA Castleton INT, W-bound		

VOR CIVIL AIRWAY 12 - cont'd.

FROM	TO	MEA
Dayton,Ohio VOR *3500 - MRA	*Mechanicsburg INT, Ohio	2500
Mechanicsburg INT, Ohio *3800 - MRA	*W. Jefferson INT, Ohio	2500
W. Jefferson INT, Ohio	Columbus, Ohio VOR	2500
Dayton,Ohio VOR Via N alter. *2700 - MRA	*Irwin INT,Ohio Via N alter.	2500
Irwin INT,Ohio Via N alter.	Columbus,Ohio VOR Via N alter.	2500
Columbus,Ohio VOR *3000 - MRA	*Moorefield INT, Ohio	2500
Moorefield INT, Ohio *3500 - MRA	*Adena INT,Ohio	2500
Adena INT,Ohio	Wheeling,W.Va. VOR	2500
Columbus,Ohio VOR Via N alter. *3500 - MRA **2500 - MOCA	*Baltic INT,Ohio Via N alter.	**3500
Baltic INT,Ohio Via N alter. *2500 - MOCA	Wheeling,W.Va.VOR Via N alter.	*3500
Wheeling, W. Va. VOR	Pittsburgh, Pa. VOR	2500
Pittsburgh, Pa. VOR *4000 - MCA Latrobe INT, E-bound	*Latrobe INT, Pa.	3000
Latrobe INT, Pa.	Johnstown, Pa. VOR	4500
Pittsburgh, Pa. VOR via N alter. *4000 - MCA New Alexandria INT, SE-bound	*New Alexandria INT, Pa. via N alter.	3000
New Alexandria INT, Pa. via N alter.	Johnstown, Pa. VOR via N alter.	4500
Johnstown, Pa. VOR	Altoona INT, Pa.	4500
Altoona INT, Pa.	Harrisburg, Pa. VOR	4000
Johnstown,Pa.VOR Via S alter. *6000 - MRA	*Burnt Cabins INT,Pa. Via S alter.	4500
Burnt Cabins INT, Pa.	Harrisburg,Pa.VOR Via S alter.	4000
Harrisburg,Pa. VOR *2500 - MRA	*Gap INT,Pa.	2000
Gap INT,Pa.	West Chester,Pa. VOR	2000
West Chester,Pa. VOR	Echelon INT,Pa.	1800

§610.6013 VOR CIVIL AIRWAY 13

FROM	TO	MEA
Houston,Tex.VOR	Humble INT,Tex.	1600
Humble INT,Tex.	Lufkin,Tex. VOR	1600
Houston,Tex.VOR Via W alter. *1800 - MOCA	Lufkin,Tex.VOR Via W alter.	*2000

VOR CIVIL AIRWAY 13 - cont'd.

FROM	TO	MEA
Houston, Tex. VOR Via E alter. *4000 - MRA	*Daisetta INT, Tex. Via E alter.	1600
Daisetta INT,Tex. Via E alter. *1500 - MOCA	Lufkin, Tex. VOR Via E alter.	*4000
Lufkin, Tex. VOR	Shreveport, La. VOR	2400
Lufkin,Tex.VOR Via E alter. *1900 - MOCA	Shreveport,La.VOR Via E alter.	*2500
Shreveport, La. VOR via W alter.	Texarkana, Ark. VOR via W alter.	1700 1700
Ft. Smith, Ark. VOR	Fayetteville, Ark. VOR	3500
Fayetteville, Ark. VOR	Neosho, Mo. VOR	2700
Neosho, Mo. VOR via W alter. *2500 - MOCA	Butler, Mo. VOR via W alter.	2500 *2600
Butler, Mo. VOR	Grandview INT, Mo.	2400
Grandview INT, Mo.	Kansas City, Mo. VOR	3000
Kansas City, Mo. VOR	Lamoni, Iowa VOR	2400
Kansas City, Mo. VOR via E alter.	Lathrop INT, Mo. via E alter.	2400
Lathrop INT, Mo. via E alter.	*Jameson INT, Mo. via E alter.	**2900
*Jameson INT, Mo. via E alter. *3000 - MRA **2400 - MOCA	Lamoni, Iowa VOR via E alter.	**2900
Lamoni, Iowa VOR *4300 - MRA	*Osceola INT, Iowa	2300
Osceola INT, Iowa	Des Moines, Iowa VOR	2300
Lamoni, Iowa VOR via E or W alter.	Des Moines, Iowa VOR via E or W alter.	2300
Des Moines,Iowa *5000 - MRA **2600 - MOCA	*Ames INT, Iowa	**3000
Ames INT,Iowa *2600 - MOCA	Mason City,Iowa VOR	*3000
Des Moines, Iowa VOR via E alter. via W alter. *2600 - MOCA	Mason City, Iowa VOR via E alter. via W alter.	*3000 *3400
Mason City, Iowa VOR *2800 - MOCA	Hope INT, Minn.	*3300
Hope INT, Minn. *2600 - MOCA	Lakeville INT, Minn.	*3300
Lakeville INT, Minn.	Minneapolis, Minn. VOR	2500

VOR CIVIL AIRWAY 13 - cont'd.

FROM	TO	MEA
Mason City,Iowa VOR Via W alter. *4000 - MRA **2600 - MOCA	*Prior INT,Minn. Via W alter.	**3400
Prior INT, Minn. via W alter.	Minneapolis, Minn. VOR via W alter.	2500
Minneapolis, Minn. VOR	Grantsburg, Wis. VOR	2500
Grantsburg,Wis. VOR *3000 - MCA Duluth VOR, N-bound	*Duluth,Minn.VOR	2500

§610.6014 VOR CIVIL AIRWAY 14

FROM	TO	MEA
Roswell, N.Mex. VOR *7500 - MRA **5500 - MOCA	*Caprock INT, N. Mex.	**7000
Caprock INT, N. Mex. *7500 - MRA **5500 - MOCA	*Whiteface INT, Tex.	**7000
Whiteface INT, Tex.	Lubbock,Tex.VOR	4800
Roswell,N.Mex. VOR Via N alter. *9000 - MRA **5500 - MOCA	*Kenna INT,N.Mex. Via N alter.	**8000
Kenna INT,N.Mex. Via N alter. *8000 - MRA **5500 - MOCA	*Pep INT,Tex. Via N alter.	**8000
Pep INT, Tex. Via N alter.	Lubbock, Tex.VOR Via N alter.	4600
Lubbock, Tex. VOR	Childress, Tex. VOR	4500
Childress, Tex. VOR	Hobart, Okla. VOR	3500
Hobart,Okla.VOR	Oklahoma City, Okla. VOR	3100
Oklahoma City, Okla. VOR	Drumright INT, Okla.	3700
Drumright INT, Okla.	Tulsa, Okla. VOR	3100
Oklahoma City, Okla. VOR Via N alter. *3000 - MOCA	Tulsa,Okla.VOR Via N alter.	*3500
Oklahoma City, Okla. VOR Via S alter. *2700 - MOCA	Shawnee INT,Okla. Via S alter.	*3000
Shawnee INT,Okla. Via S alter. *3100 - MOCA	Tulsa,Okla.VOR Via S alter.	*6000
Tulsa,Okla.VOR *2600 - MRA Chelsea INT, Okla.	*Chelsea INT,Okla. Neosho, Mo. VOR	2000 2200
Tulsa, Okla. VOR via N alter.	Neosho, Mo. VOR via N alter.	2300
Tulsa, Okla.VOR Via S alter.	Neosho, Mo. VOR Via S alter.	2000
Neosho,Mo.VOR	Springfield,Mo.VOR	2500

VOR CIVIL AIRWAY 14 - cont'd.

FROM	TO	MEA
Neosho, Mo. VOR via N alter.	Avilla INT, Mo. via N alter.	2500
Avilla INT, Mo. via N alter.	Springfield, Mo. VOR via N alter.	2600
Neosho, Mo. VOR via S alter.	Springfield, Mo. VOR via S alter.	2600
Springfield, Mo. VOR	*Conway INT, Mo.	2500
*Conway INT, Mo. *4700 - MRA	Vichy, Mo. VOR	2600
Springfield, Mo. VOR via N alter. *2400 - MOCA	Vichy, Mo. VOR via N alter.	*2500
Vichy, Mo. VOR via N or S alter.	St. Louis, Mo. VOR via N or S alter.	2200 2200
St. Louis, Mo. VOR	Vandalia, Ill. VOR	2000
Vandalia, Ill. VOR	*Union Center INT, Ill.	2000
*Union Center INT, Ill. *2400 - MRA	Terre Haute, Ind. VOR	2000
Terre Haute, Ind. VOR	Indianapolis, Ind. VOR	2200
Terre Haute, Ind. VOR via S alter.	Cloverdale INT, Ind. via S alter.	2300
Cloverdale INT, Ind. via S alter.	Indianapolis, Ind. VOR via S alter.	2200
Indianapolis,Ind. VOR	Florida INT,Ind.	2800
Florida INT,Ind. *2800 - MOCA	Coldwater INT,Ind.	*4300
Coldwater INT, Ind.	Findlay,Ohio VOR	2200
Findlay, Ohio VOR	Carey INT, Ohio	2100
Carey INT, Ohio	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Perry INT, Ohio	2500
Perry INT, Ohio	Kingsville INT, Pa.	2300
Kingsville INT, Pa.	Erie, Pa. VOR	2000
Cleveland, Ohio VOR via N alter.	Erie, Pa. VOR via N alter.	2500
Erie, Pa. VOR	Buffalo, N. Y. VOR	2500
Buffalo, N. Y. VOR	Rochester, N. Y. VOR	2100
East Pembroke, N. Y. FM	Buffalo, N. Y. VOR W-bound only	1900
Rochester, N. Y. VOR	*Fairville INT, N. Y.	2000
*Fairville INT, N. Y. *3000 - MRA	Syracuse, N. Y. VOR	2000
Syracuse,N.Y.VOR *3500 - MRA	*Sherrill INT,N.Y.	3000
Sherrill INT,N.Y.	Albany,N.Y.VOR	3000

VOR CIVIL AIRWAY 14 - cont'd.

FROM	TO	MEA
Albany, N. Y. VOR	Greenfield INT, Mass.	5500
Grafton,N.Y.FM	Albany, N.Y.VOR W-bound only	3000
*Greenfield INT, Mass. VOR	Gardner, Mass. VOR	3000
*5500 - MCA Greenfield INT, W-bound		
Gardner, Mass. VOR	Franklin INT, Mass.	3000

§610.6015 VOR CIVIL AIRWAY 15

FROM	TO	MEA
Galveston,Tex. VOR	Houston,Tex.VOR	1700
Houston, Tex. VOR	College Station Tex. VOR	1800
College Station, Tex. VOR	Waco, Tex. VOR	2000
via E alter.	via E alter.	2000
Waco,Tex.VOR	De Soto INT,Tex.	2000
De Soto INT,Tex. *2000 - MOCA	Fair Park INT,Tex.	*2600
Fair Park INT, Tex.	Dallas,Tex.VOR	2000
Waco,Tex. VOR Via E alter. *2400 - MRA **2000 - MOCA	*Ennis INT,Tex. Via E alter.	**2400
Ennis INT,Tex. Via E alter.	Dallas,Tex.VOR Via E alter.	2000
Dallas,Tex.VOR *1900 - MOCA	Prosper INT,Tex.	*2100
Prosper INT,Tex.	Ardmore,Okla.VOR	2200
Dallas, Tex. VOR via W alter.	Little Elm INT, Tex. via W alter.	2000
Little Elm INT, Tex. via W alter. *1800 - MOCA	Sanger INT, Tex. via W alter.	*2400
Sanger INT, Tex. via W alter. *2200 - MOCA	Ardmore, Okla.VOR via W alter.	*2400
Ardmore, Okla. VOR via E alter. *2400 - MOCA	Tulsa, Okla. VOR via E alter.	*4600
Ardmore,Okla.VOR Via W alter. *2700 - MOCA	Shawnee INT,Okla. Via W alter.	*3000
Shawnee INT,Okla. Via W alter. *3100 - MOCA	Tulsa,Okla. VOR Via W alter.	*6000
Kansas City, Mo. VOR	Camden INT, Mo.	2400
Camden INT, Mo.	St. Joseph, Mo. VOR	2800
Kansas City, Mo, VOR via E alter.	Plattsburg INT, Mo. via E alter.	2400
Plattsburg INT, Mo. via E alter.	St. Joseph, Mo. VOR via E alter.	2800
St. Joseph, Mo. VOR *5400 - MRA	*Randolph INT, Iowa	2500

VOR CIVIL AIRWAY 15 - cont'd.

FROM	TO	MEA
*Randolph INT, Iowa *5400 - MRA	Omaha, Nebr. VOR	2500
St. Joseph, Mo. VOR via E alter.	Omaha, Nebr. VOR via E alter.	2500
Omaha, Nebr. VOR via E alter. via W alter.	Sioux City, Iowa VOR via E alter. via W alter.	2500 2700
Sioux City, Iowa VOR Via E alter.	Sioux Falls, S. Dak. VOR Via E alter.	3000 3400
Sioux Falls, S. Dak. VOR via W alter. *2800 - MOCA	Huron, S. Dak. VOR via W alter.	3000 *2900
Huron, S. Dak. VOR via W alter.	Aberdeen, S. Dak. VOR via W alter.	2500 2500
Aberdeen,S.D.VOR *3300 - MOCA	Danzig INT,N.D.	*4000
Danzig INT,N.D. *3500 - MOCA	Bismarck,N.D.VOR	*4000
Aberdeen,S.D.VOR Via W alter. *3300 - MOCA	Bismarck,N.D.VOR Via W alter.	*4000
Bismarck, N. Dak. VOR	Minot, N. Dak. VOR	3400

§610.6016 VOR CIVIL AIRWAY 16

FROM	TO	MEA
Los Angeles, Calif. VOR	Ontario, Calif. VOR	4000
La Habra, Calif. FM	Los Angeles, Calif. VOR W-bound only	3000
*Ontario, Calif. VOR *8000 - MCA Ontario VOR, E-bound	Palm Springs INT, Calif.	13,000
Banning, Calif. FM	Ontario, Calif. VOR W-bound only	8000
*Palm Springs INT, Calif. *13,000 - MCA Palm Springs INT, W-bound	Blythe, Calif. VOR	8000
Blythe, Calif. VOR	Hassayampa, Ariz. VOR	6000
Blythe,Calif.VOR Via N alter.	Hassayampa,Ariz.VOR Via N alter.	7500
Hassayampa, Ariz. VOR	Phoenix, Ariz. VOR	5000
Phoenix, Ariz. VOR	Tucson, Ariz. VOR	7000
*Tucson,Ariz.VOR *9000 - MCA Tucson VOR, E-bound	Cochise,Ariz.VOR	11000
*Tucson,Ariz.VOR Via S alter. *9000 - MCA Tucson VOR, SE-bound	Cochise,Ariz.VOR Via S alter.	10000
Cochise, Ariz. VOR	Animas INT, N.Mex.	12,000
Animas INT, N.Mex.	Columbus, N.Mex. VOR E-bound W-bound	8600 10,000
Hilltop, Ariz. FM	Animas INT, N.Mex. E-bound only	10,000

VOR CIVIL AIRWAY 16 - cont'd.

FROM	TO	MEA
Columbus, N.Mex. VOR	*Harrington Ranch INT, N.Mex.	8500
*Harrington Ranch INT, N.Mex. *10,000 - MRA	El Paso, Tex. VOR	8500
Columbus, N.Mex. VOR via N alter.	El Paso, Tex. VOR via N alter.	9200
El Paso, Tex. VOR	Salt Flat, Tex. VOR	8000
*Salt Flat, Tex. VOR *8900 - MCA Salt Flat VOR, E-bound	Gore INT, Tex.	10,000
*Gore INT, Tex. *7200 - MCA Gore INT, W-bound	Wink, Tex. VOR	6000
*Salt Flat, Tex. VOR via N alter. *8900 - MCA Salt Flat VOR, E-bound	Wink, Tex. VOR via N alter.	10,800
Wink, Tex. VOR via N alter.	Midland, Tex. VOR via N alter	4500 4500
Midland, Tex. VOR	Big Spring, Tex. VOR	4400
Big Spring, Tex. VOR via S alter.	Abilene, Tex. VOR via S alter.	4000 4000
Abilene,Tex.VOR *3100 - MOCA	Mineral Wells,Tex. VOR	*3500
Mineral Wells, Tex. VOR	Lake Worth INT, Tex.	2300
Lake Worth INT, Tex.	Dallas,Tex.VOR	2700
Dallas, Tex. VOR	Sulphur Springs, Tex. VOR	2000
Abilene,Tex.VOR Via S alter.	Cisco INT,Tex. Via S alter.	3100
Cisco INT,Tex. Via S alter.	Mineral Wells,Tex.VOR Via S alter.	3200
Mineral Wells,Tex. VOR Via S alter.	Russell INT,Tex. Via S alter.	2300
Russell INT,Tex. Via S alter.	Dallas,Tex.VOR Via S alter.	2700
Abilene,Tex.VOR Via N alter. *3100 - MOCA	Breckenridge INT,Tex. Via N alter.	*3500
Breckenridge INT, Tex. Via N alter. *3000 - MOCA	Mineral Wells,Tex. VOR Via N alter.	*3500
Mineral Wells,Tex. VOR Via N alter.	Haslet INT,Tex. Via N alter.	2400
Haslet INT,Tex. Via N alter. *1900 - MOCA	Lewisville INT,Tex. Via N alter.	*3000
Lewisville INT, Tex. Via N alter. *1700 - MOCA	Little Elm INT, Tex. Via N alter.	*3800 *3800
Little Elm INT, Tex. Via N alter. *4300 - MRA **2100 - MOCA	*McKinney INT,Tex. Via N alter.	**4300

VOR CIVIL AIRWAY 16 - cont'd.

FROM	TO	MEA
McKinney INT,Tex. Via N alter. *2100 - MOCA	Princeton INT,Tex. Via N alter.	*2900
Princeton INT, Tex. Via N alter. *1800 - MOCA	Sulphur Springs, Tex. VOR Via N alter.	*2000
Sulphur Springs, Tex. VOR via N alter.	Texarkana, Ark. VOR via N alter.	1800 1800
Texarkana, Ark. VOR via S alter.	Pine Bluff, Ark. VOR via S alter.	2500 3000
Pine Bluff,Ark. VOR	Altheimer INT,Ark.	1500
Altheimer INT, Ark. *1500 - MOCA	Memphis,Tenn.VOR	*2500
Pine Bluff,Ark. VOR Via S alter.	Memphis,Tenn.VOR Via S alter.	3000
Memphis,Tenn. VOR *2500 - MRA	*Fisherville INT, Tenn.	2000
Fisherville INT, Tenn. *2500 - MRA	*Williston INT, Tenn.	2000
Williston INT, Tenn.	Jackson,Tenn.VOR	2000
Jackson,Tenn.VOR *2000 - MOCA	Graham,Tenn.VOR	*2500
Memphis,Tenn.VOR Via S alter.	Jackson,Tenn.VOR Via S alter.	2000
Jackson,Tenn.VOR Via S alter. *2000 - MOCA	Graham,Tenn.VOR Via S alter.	*2500
Graham, Tenn.VOR	Nashville,Tenn.VOR	3000
Graham, Tenn. VOR via S alter.	Crossville, Tenn. VOR via S alter.	5000
Nashville, Tenn. VOR	Crossville, Tenn. VOR	5000
Crossville,Tenn. VOR	Sweetwater INT, Tenn.	5000
Sweetwater INT, Tenn.	Knoxville,Tenn. VOR	3000
Knoxville, Tenn. VOR	*Telford INT, Tenn.	6000
*Telford INT, Tenn. *9000 - MRA	Tri-City, Tenn. VOR	6000
Tri-City, Tenn. VOR	Pulaski, Va. VOR	7700
Knoxville,Tenn. VOR Via N alter. *4400 - MOCA	Yuma INT, Tenn. Via N alter.	*4700
Yuma INT,Tenn. Via N alter. *5200 - MOCA	Hilton INT,Tenn. Via N alter.	*5500
Hilton INT,Tenn. Via N alter.	Hayters Gap INT, Tenn. Via N alter.	6000
Hayters Gap INT, Tenn. Via N alter.	Pulaski,Va. VOR Via N alter.	6500

VOR CIVIL AIRWAY 16 - cont'd.

FROM	TO	MEA
Pulaski, Va. VOR	Montebello, Va. VOR	6000
Montebello, Va. VOR	Gordonsville, Va. VOR	6000
Gordonsville, Va. VOR	*Locustgrove INT, Va.	3000
*Locustgrove INT, Va.	Andrews, Md. LFR	1500
*2000 - MRA		
Andrews, Md. LFR	Dover, Del. VOR	1500
Dover, Del. VOR	Coyle, N.J. VOR	1500
Coyle, N.J. VOR	Woolf INT, N.J.	1500
Woolf INT, N.J.	Riverhead, N.Y. VOR	*2000
*1500 - MOCA		
Riverhead, N.Y. VOR	Salem INT, Conn.	1800
Salem INT. Conn.	Norwich, Conn. VOR	1800
Norwich, Conn. VOR	Boston, Mass. VOR	1800

§610.6017 VOR CIVIL AIRWAY 17

FROM	TO	MEA
Laredo, Tex. VOR	Cotulla, Tex. VOR	1800
Cotulla, Tex. VOR	San Antonio, Tex. VOR	2200
San Antonio, Tex. VOR	Austin, Tex. VOR	2600
San Antonio, Tex. VOR	Spring Branch INT, Tex.	
via W alter.	via W alter.	*3000
*2600 - MOCA		
Spring Branch INT, Tex.	Austin, Tex. VOR	
via W alter.	via W alter.	*3000
*2700 - MOCA		
Austin, Tex. VOR	Waco, Tex. VOR	2000
via E alter.	via E alter.	2500
Waco, Tex. VOR	Riovista INT, Tex.	*2000
*1900 - MOCA		
Riovista INT, Tex.	Joshua INT, Tex.	2100
Joshua INT, Tex.	Lake Worth INT, Tex.	2000
Lake Worth INT, Tex.	Ft. Worth, Tex. VOR	2400
Waco, Tex. VOR	*Mill INT, Tex.	
Via W alter.	Via W alter.	**3500
*3500 - MRA		
**2500 - MOCA		
Mill INT, Tex.	Mineral Wells, Tex. VOR	
Via W alter.	Via W alter.	*3500
*2400 - MOCA		
Mineral Wells, Tex. VOR	Ft. Worth, Tex. VOR	
Via W alter.	Via W alter.	2500
Ft. Worth, Tex. VOR	Cole INT, Okla.	*2800
*2500 - MOCA		
Cole INT, Okla.	Bray INT, Okla.	*2800
*2300 - MOCA		
Bray INT, Okla.	*Blanchard INT, Okla.	**2800
*2800 - MRA		
**2400 - MOCA		
Blanchard INT, Okla.	Oklahoma City, Okla. VOR	2400
Oklahoma City, Okla. VOR	Gage, Okla. VOR	*3900
*3600 - MOCA		

VOR CIVIL AIRWAY 17 - cont'd.

FROM	TO	MEA
Gage, Okla. VOR	Garden City, Kans. VOR	*4400
*4300 - MOCA		
Garden City, Kans. VOR	Goodland, Kans. VOR	*5500
via W alter	via W alter.	*6400
*5000 - MOCA		

§610.6018 VOR CIVIL AIRWAY 18

FROM	TO	MEA
Dallas, Tex. VOR	Quitman, Tex. VOR	2000
Quitman, Tex. VOR	Caddo Lake INT, La.	1800
Caddo Lake INT, La.	Shreveport, La. VOR	1700
Shreveport, La. VOR	Monroe, La. VOR	1800
Shreveport, La. VOR	Monroe, La. VOR	
Via N alter.	Via N alter.	*2000
*1900 - MOCA		
Monroe, La. VOR	Jackson, Miss. VOR	1500
via S alter.	via S alter.	1500
Jackson, Miss. VOR	Meridian, Miss. VOR	2000
via S alter.	via S alter.	2000
Meridian, Miss. VOR	Tuscaloosa, Ala. VOR	2500
via N alter.	via N alter.	2500
Tuscaloosa, Ala. VOR	Birmingham, Ala. VOR	2000
Birmingham, Ala. VOR	Anniston, Ala. VOR	3000
Anniston, Ala. VOR	Temple INT, Ga.	4000
Temple INT, Ga.	Campbellton INT, Ga.	2700
Campbellton INT, Ga.	Atlanta, Ga. ILS localizer	2200
Atlanta, Ga. ILS localizer	Oxford INT, Ga.	2200
Oxford INT, Ga.	*Madison INT, Ga.	**3500
*3500 - MRA		
**2100 - MOCA		
Madison INT, Ga.	Raytown INT, Ga.	*3800
*1800 - MOCA		
Raytown INT, Ga.	Augusta, Ga. VOR	1800
Anniston, Ala. VOR	Roopville INT, Ga.	
Via S alter.	Via S alter.	4000
Roopville INT, Ga.	Atlanta, Ga. VOR	
Via S alter.	Via S alter.	2200
Atlanta, Ga. VOR	*McDonough INT, Ga.	
Via S alter.	Via S alter.	2200
*2500 - MRA		
McDonough INT, Ga.	*Eatonton INT, Ga.	
Via S alter.	Via S alter.	**3700
*3500 - MRA		
**2200 - MOCA		
Eatonton INT, Ga.	Thomson INT, Ga.	
Via S alter.	Via S alter.	*3500
*2200 - MOCA		
Thomson INT, Ga.	Augusta, Ga. VOR	
Via S alter.	Via S alter.	1800

VOR CIVIL AIRWAY 18 - cont'd.

FROM	TO	MEA
Augusta, Ga. VOR	*St. George INT, S. C.	**2800
*3500 - MRA		
**2000 - MOCA		
St. George INT, S.C.	Charleston, S.C. VOR	*2800
*2000 - MOCA		

§610.6019 VOR CIVIL AIRWAY 19

FROM	TO	MEA
El Paso, Tex. VOR	*Harrington Ranch INT, N.Mex.	8500
*Harrington Ranch INT, N.Mex.	Truth or Consequences, N.Mex. VOR	10,000
*10,000 - MRA		
Truth or Consequences, N.Mex. VOR	Albuquerque, N.Mex. VOR	10,000
Albuquerque, N.Mex. VOR	Santa Fe, N.Mex. VOR	9000
*Santa Fe, N.Mex. VOR	**Las Vegas, N.Mex. VOR	12,500
*11,600 - MCA Santa Fe VOR, E-bound		
**11,300 - MCA Las Vegas VOR, W-bound		
Las Vegas, N.Mex. VOR	Raton, N.Mex. VOR	11,000
via E alter.	via E alter.	11,000
Raton, N.Mex. VOR	*Earl INT, Colo.	11000
*9000 - MRA		
Earl INT, Colo.	Pueblo, Colo. VOR N-bound	7500
	S-bound	11000
Pueblo, Colo. VOR	Kiowa, Colo, VOR	8500
Kiowa, Colo. VOR	Roggen INT, Colo.	7800
Roggen INT, Colo.	Cheyenne, Wyo. VOR	7800
Cheyenne, Wyo. VOR	Douglas, Wyo. VOR	9000
via E alter.	via E alter.	7500
Douglas, Wyo. VOR	Casper, Wyo. VOR	8000
via E alter.	via E alter.	7500
Casper, Wyo. VOR	Crazy Woman, Wyo. VOR	7500
via E alter.	via E alter.	7500
Crazy Woman, Wyo. VOR	*Sheridan, Wyo. VOR	9500
via E alter.	via E alter.	7500
*8500 - MCA Sheridan VOR, SE-bound		
Sheridan, Wyo. VOR	Billings, Mont. VOR	8000
Billings, Mont. VOR	Lewistown, Mont. VOR	8000
Lavina, Mont. FM	Billings, Mont. VOR S-bound only	6000
Lewistown, Mont. VOR	*Great Falls, Mont. VOR	9000
*6800 - MCA Great Falls VOR, E-bound		

§610.6020 VOR CIVIL AIRWAY 20

FROM	TO	MEA
Laredo, Tex. VOR	Alice, Tex. VOR	1900
Alice, Tex. VOR	Corpus Christi, Tex. VOR	1700

VOR CIVIL AIRWAY 20 - cont'd.

FROM	TO	MEA
Corpus Christi, Tex. VOR	Palacios, Tex. VOR	1300
Palacios, Tex. VOR	Arcola INT, Tex.	1600
Arcola INT, Tex.	Houston, Tex. VOR	2100
Palacios, Tex. VOR	Richmond INT, Tex.	
Via N alter.	Via N alter.	*2000
*1400 - MOCA		
Richmond INT, Tex.	Houston, Tex. VOR	
Via N alter.	Via N alter.	2100
Houston, Tex. VOR	Beaumont, Tex. VOR	1600
Houston, Tex. VOR	*Crosby INT, Tex.	
Via N alter.	Via N alter.	1600
*1900 - MRA		
Crosby INT, Tex.	Beaumont, Tex. VOR	
Via N alter.	Via N alter.	*1900
*1600 - MOCA		
Houston, Tex. VOR	High Island INT, Tex.	
Via S alter.	Via S alter.	1500
High Island INT, Tex.	Lake Charles, La. VOR	
Via S alter.	Via S alter.	*2000
*1400 - MOCA		
Beaumont, Tex. VOR	Lake Charles, La. VOR	1400
Lake Charles, La. VOR	Lafayette, La. VOR	1300
Lafayette, La. VOR	New Orleans, La. VOR	1400
Via S alter.	Via S alter.	*2000
*1400 - MOCA		
New Orleans, La. VOR	Mobile, Ala. VOR	2500
Mobile, Ala. VOR	Evergreen, Ala. VOR	1500
Mobile, Ala. VOR	Evergreen, Ala. VOR	
Via N alter.	Via N alter.	*2700
*1500 - MOCA		
Evergreen, Ala. VOR	Montgomery, Ala. VOR	1800
Montgomery, Ala. VOR	LaGrange, Ga. VOR	2000
LaGrange, Ga. VOR	*Madras INT, Ga.	2000
*Madras INT, Ga.	Atlanta, Ga. VOR	2000
*3000 - MRA		
Atlanta, Ga. VOR	Rex INT, Ga.	2200
Rex INT, Ga.	Royston, Ga. VOR	2700
Royston, Ga. VOR	Spartanburg, S.C. VOR	2300
Atlanta, Ga. VOR	Norcross, Ga. VOR	
Via N alter.	Via N alter.	3000
Norcross, Ga. VOR	Homer INT, Ga.	
Via N alter.	Via N alter.	2500
Homer INT, Ga.	Clemson INT, S.C.	
Via N alter.	Via N alter.	*4500
*3200 - MOCA		
Clemson INT, S.C.	Spartanburg, S.C. VOR	
Via N alter.	Via N alter.	*4500
*3200 - MOCA		
Spartanburg, N.C. VOR	Mooresville INT, N. C.	2500
Mooresville INT, N. C.	Greensboro, N.C. VOR	3000

VOR CIVIL AIRWAY 20 - cont'd.

FROM	TO	MEA
Greensboro, N.C. VOR	*Reid INT, N.C.	2500
*Reid INT, N.C.	So.Boston, Va. VOR	2300
*3500 - MRA		
So.Boston, Va. VOR	Flat Rock, Va. VOR	2000

§610.6021 VOR CIVIL AIRWAY 21

FROM	TO	MEA
Kingfish INT, Calif.	Long Beach, Calif. VOR	3500
Long Beach, Calif. VOR	Ontario, Calif. VOR	5000
*Ontario, Calif. VOR	Daggett, Calif. VOR	10,000
*8000 - MCA Ontario VOR, NE-bound		
Fontana, Calif. FM	Ontario, Calif. VOR SW-bound only	5000
Daggett, Calif. VOR	*Silver Lake INT, Calif.	9500
*13000 - MRA		
Silver Lake INT, Calif.	Las Vegas, Nev. VOR	9500
Las Vegas, Nev. VOR	Mead INT, Nev.	
via E alter.	via E alter.	6000
*Mead INT, Nev. Via E alter.	Mormon Mesa, Nev. VOR Via E alter.	7000
*7000 - MCA Mead INT, N-bound		
Las Vegas, Nev. VOR	Mormon Mesa, Nev. VOR	8000
Mormon Mesa, Nev. VOR	Milford, Utah VOR	10,000
Milford, Utah VOR	Delta, Utah VOR	9000
Delta, Utah VOR	Utah Lake, Utah VOR	11000
Utah Lake, Utah VOR	*Salt Lake City, Utah VOR	11000
*10000 - MCA Salt Lake City VOR, S-bound		
Salt Lake City, Utah VOR	Ogden, Utah VOR	6500
*Ogden, Utah VOR	Malad City, Ida. VOR	11000
*9000 - MCA Ogden VOR, N-bound		
Corinne, Utah FM	Ogden, Utah VOR S-bound only	8000
Malad City, Ida. VOR	*Pocatello, Ida. VOR	11000
*9000 - MCA Pocatello VOR, S-bound		
Pocatello, Ida. VOR	Dubois, Ida. VOR	7500
via W alter.	via W alter.	7500
*Dubois, Ida. VOR	Dillon, Mont. VOR	11500
*9600 - MCA Dubois VOR, N-bound		
Dillon, Mont. VOR	*Whitehall, Mont. VOR	10500
*9300 - MCA Whitehall VOR, N-bound		
Whitehall, Mont. VOR	Helena, Mont. VOR	10,500
Helena, Mont. VOR	Wolf Creek INT, Mont.	9500
Wolf Creek INT, Mont.	*Great Falls, Mont. VOR	8500
*6600 - MCA Great Falls VOR, SW-bound		

VOR CIVIL AIRWAY 21 - cont'd.

FROM	TO	MEA
Great Falls, Mont. VOR	Cut Bank, Mont. VOR	6000
Cut Bank, Mont. VOR	U.S. Canadian Boundary VOR	6000

§610.6022 VOR CIVIL AIRWAY 22

FROM	TO	MEA
New Orleans, La. VOR	*Dog INT, La.	**3900
*3900 - MRA		
**1600 - MOCA		
Dog INT, La.	*Bon Secour INT, Fla.	**3900
*2000 - MRA		
**1100 - MOCA		
Bon Secour INT, Fla.	Saufley, Fla. VOR	*2000
*1300 - MOCA		
Saufley, Fla. VOR	Gonzales INT, Fla.	*2000
*1700 - MOCA		
Gonzales INT, Fla.	Whiting INT, Fla.	*2000
*1300 - MOCA		
Whiting INT, Fla.	Crestview, Fla. VOR	*2000
*1400 - MOCA		
Crestview, Fla. VOR	Marianna, Fla. VOR	1400
Marianna, Fla.	Tallahassee, Fla.	1500
Tallahassee, Fla. VOR	Greenville INT, Fla.	1500
Greenville INT, Fla.	*Genoa INT, Fla.	**3000
*3000 - MRA		
**1500 - MOCA		
*Genoa INT, Fla.	Bryceville INT, Fla.	**2500
*3000 - MRA		
**1200 - MOCA		
Bryceville INT, Fla.	Jacksonville, Fla. VOR	*1500
*1300 - MOCA		
Marianna, Fla. VOR Via N alter.	Calvary INT, Fla. Via N alter.	1500
Calvary INT, Fla. Via N alter.	*Quitman INT, Fla. Via N alter.	**2500
*3000 - MRA		
**1400 - MOCA		
Quitman INT, Fla. Via N alter.	Greenville INT, Fla. Via N alter.	*3500
*1500 - MOCA		
Greenville INT, Fla. Via N alter.	*Genoa INT, Fla. Via N alter.	**3000
*3000 - MRA		
**1500 - MOCA		
Genoa INT, Fla. Via N alter.	Bryceville INT, Fla. Via N alter.	*2500
*1200 - MOCA		
Bryceville INT, Fla. Via N alter.	Jacksonville, Fla. VOR Via N alter.	*1500
*1300 - MOCA		

§610.6023 VOR CIVIL AIRWAY 23

FROM	TO	MEA
San Diego, Calif. VOR	Oceanside, Calif. VOR N-bound	3000
	S-bound	2500
Oceanside, Calif. VOR	Long Beach, Calif. VOR	4000
Long Beach, Calif. VOR	*Los Angeles, Calif. VOR	2000
*3000 - MCA Los Angeles VOR, N-bound		
Los Angeles, Calif. VOR	Pacoima INT, Calif. N-bound	5000
	S-bound	4000
Pacoima INT, Calif.	*Saugus INT, Calif.	7000
*8000 - MCA Saugus INT, N-bound		
Saugus INT, Calif.	*Bakersfield, Calif. VOR	10,000
*7000 - MCA Bakersfield VOR, S-bound		
White Oaks INT, Calif.	Bakersfield, Calif. VOR N-bound only	6000
Bakersfield, Calif. VOR	Fresno, Calif. VOR	3000
Bakersfield, Calif. VOR	Fresno, Calif. VOR	
Via E alter.	Via E alter.	4000
Fresno, Calif. VOR	Modesto, Calif. VOR	2000
via E alter.	via E alter.	4500
Modesto, Calif. VOR	Sacramento, Calif. VOR	2000
Sacramento, Calif. VOR	*Grimes INT, Calif.	2000
*4000 - MCA Grimes INT, N-bound		
Grimes INT, Calif. VOR	Red Bluff, Calif. VOR	4000
Red Bluff, Calif. VOR	Delta INT, Calif.	8000
Delta INT, Calif.	Redding, Calif. FM S-bound	7000
Redding, Calif. FM	Red Bluff, Calif. VOR S-bound	3000
Delta INT, Calif.	Ft. Jones, Calif. VOR	10,000
Ft. Jones, Calif. VOR	*Medford, Ore. VOR	10000
*8000 - MCA Medford VOR, S-bound		
Talent INT, Ore.	Medford, Ore. VOR N-bound only	8000
Ft. Jones, Calif. VOR	*Medford, Ore. VOR	
Via E alter.	Via E alter.	9500
*8000 - MCA Medford VOR, SE-bound		
Klamath Junction INT, Ore. via E alter.	Medford, Ore. VOR via E alter. N-bound only	8000
Medford, Ore. VOR	Eugene, Ore. VOR	8000
Eugene, Ore. VOR	Portland (Manor), Ore. VOR	4000
Eugene, Ore. VOR via W alter.	Monmouth INT, Ore. via W alter.	5000
Monmouth INT, Ore. via W alter.	Newberg, Ore. VOR via W alter.	3200
Newberg, Ore. VOR via W alter.	Portland (Manor), Ore. VOR via W alter.	3200

VOR CIVIL AIRWAY 88 - cont'd.

FROM	TO	MEA
Portland (Manor), Ore. VOR	Seattle, Wash. VOR	5000
Ranier INT, Wash.	Seattle, Wash. VOR N-bound only	3000
Portland, Oreg. VOR	Toledo INT, Wash.	
Via W alter.	Via W alter.	5000
Toledo INT, Wash. Via W alter.	Olympia, Wash. VOR Via W alter. S-bound	5000
	N-bound	4000
Olympia, Wash. VOR	Shelton INT, Wash.	
Via W alter.	Via W alter.	3000
Shelton INT, Wash. VOR	Seattle, Wash. VOR	
Via W alter.	Via W alter.	3000
Seattle, Wash. VOR	Bellingham, Wash. VOR	4000
Bellingham, Wash. VOR	*Vancouver, B.C. LFR	2000
*For that airspace over U.S. Territory		

§610.6024 VOR CIVIL AIRWAY 94

FROM	TO	MEA
Aberdeen, S.D. VOR	Watertown, S.D. VOR	3000
via N alter.	via N alter.	3000
Watertown, S.D. VOR	Redwood Falls, Minn. VOR	*3400
*3000 - MOCA		
Watertown, S.D. VOR Via N alter.	Madison INT, Minn. Via N alter.	*3700
*3000 - MOCA		
Madison INT, Minn. Via N alter.	Redwood Falls, Minn. VOR Via N alter.	*3700
*2400 - MOCA		

§610.6025 VOR CIVIL AIRWAY 25

FROM	TO	MEA
Camarillo, Calif. LFR	*Santa Barbara, Calif. VOR	6000
*8000 - MCA Santa Barbara VOR, NW-bound		
Santa Barbara, Calif. VOR	Paso Robles, Calif. VOR	8000
Paso Robles, Calif. VOR	San Ardo INT, Calif.	5000
San Ardo INT, Calif.	*San Francisco, Calif. VOR	6000
*4000 - MCA San Francisco VOR, SE-bound		
Campbell INT, Calif.	San Francisco, Calif. VOR NW-bound only	4000
San Francisco, Calif. VOR	Stinson Beach INT, Calif.	3000
Stinson Beach INT, Calif.	Point Reyes, Calif. VOR	3000
Point Reyes, Calif. VOR	Geyserville INT, Calif.	6000
*Geyserville INT, Calif.	Lakeport INT, Calif.	**13500
*13500 - MCA Geyserville INT, N-bound		
**7000 - MOCA		

VOR CIVIL AIRWAY 25 - cont'd.

FROM	TO	MEA
Lakeport INT, Calif.	*Red Bluff,Calif.VOR S-bound	13500
	N-bound	9000
*5000 - MCA Red Bluff VOR, S-bound		
Red Bluff, Calif. VOR	Klamath Falls, Ore. VOR	10,000
Klamath Falls, Ore. VOR	Redmond, Ore. VOR	*12,000
*10,000 - MOCA		
Redmond, Ore. VOR	The Dalles, Ore. VOR	7500
*The Dalles,Ore. VOR	White Swan INT, Wash.	8000
*4800 - MCA The Dalles VOR, N-bound		
White Swan INT, Wash.	Yakima,Wash.VOR N-bound	4000
	S-bound	5500
*The Dalles,Ore. VOR	Toppenish INT,Wash	
Via E alter.	Via E alter.	7000
*4800 - MCA The Dalles VOR, N-bound		
Toppenish INT, Wash. via E alter.	Yakima, Wash, VOR via E alter. N-bound	4000
	S-bound	5000
Ellensburg, Wash. VOR	Selah INT, Wash.	5500
Selah INT, Wash.	Yakima, Wash. VOR	4500

§610.6026 VOR CIVIL AIRWAY 26

FROM	TO	MEA
Cherokee,Wyo.VOR	Casper,Wyo.VOR	11000
Casper,Wyo.VOR	Sand Creek INT, Wyo.	7500
Sand Creek INT, Wyo.	*Rapid City,S.D. VOR	**13000
*6000 - MCA Rapid City VOR, W-bound		
**10000 - MOCA		
Rapid City,S.D. VOR	Philip,S.D.VOR	4500
Via N alter.	Via N alter.	4500
Philip, S.D. VOR	Pierre, S.D. VOR	3400
via S alter.	via S alter.	3400
Pierre, S.D. VOR	Huron, S.D. VOR	3400
via S alter.	via S alter.	3400
Huron,S.D.VOR	Oakwood INT,S.D.	*3900
*2800 - MOCA		
Oakwood INT,S.D.	Redwood Falls, Minn. VOR	*3900
*3000 - MOCA		
Huron,S.D.VOR	Redwood Falls,Minn.VOR	
Via S alter.	Via S alter.	*4700
*3000 - MOCA		
Redwood Falls, Minn.VOR	*Prior INT,Minn.	
Via S alter.	Via S alter.	**4000
*4000 - MRA		
**2300 - MOCA		
Prior INT,Minn.	Minneapolis,Minn.VOR	
Via S alter.	Via S alter.	2500
Minneapolis, Minn. VOR	Houlton INT, Wis.	2500
Houlton INT, Wis.	Eau Claire, Wis. VOR	2800

VOR CIVIL AIRWAY 23 - cont'd.

FROM	TO	MEA
Eau Claire, Wis. VOR	*Cadott INT, Wis.	2400
*2400 - MRA		
Cadott INT, Wis.	*Wausau, Wis. VOR	3200
*3200 - MCA Wausau VOR, W-bound		
Eau Claire, Wis. VOR	Wausau, Wis. VOR	
via S alter.	via S alter.	3200
Wausau, Wis. VOR	Green Bay, Wis. VOR	2400
Wausau, Wis. VOR	Big Falls INT,Wis.	
via S alter.	via S alter.	2400
Big Falls INT, Wis.	Green Bay, Wis. VOR	
via S alter.	via S alter.	2100
Green Bay, Wis. VOR	Pentwater INT, Mich.	2700
Pentwater INT, Mich.	White Cloud, Mich. VOR	2000
White Cloud, Mich. VOR	Lansing, Mich. VOR	2000
Green Bay,Wis.VOR	White Cloud,Mich.VOR	
Via N alter.	Via N alter.	*4000
*2700 - MOCA		
Lansing, Mich. VOR	Salem, Mich. VOR	2900
Salem,Mich.VOR	Park INT,Mich.	2000
Park INT,Mich.	Canard INT,Mich.	2300
Canard INT,Mich.	Pelee INT,Ont. Canada	*#2500
*2000 - MOCA		
#For that airspace over U.S. territory		
Pelee INT,Ont. Canada	Cleveland,Ohio VOR	2000

§610.6027 VOR CIVIL AIRWAY 27

FROM	TO	MEA
Camarillo,Calif. LFR	Santa Barbara, Calif. VOR	6000
*Santa Barbara, Calif. VOR	Paso Robles, Calif. VOR	8000
via W alter.	via W alter.	7000
*8000 - MCA Santa Barbara VOR, NW-bound		
Paso Robles, Calif. VOR	Salinas, Calif. VOR	5000
*Paso Robles, Calif.VOR	**Salinas,Calif.VOR	
Via W alter.	Via W alter.	8000
* 8000 - Paso Robles VOR, N-bound		
**4000 - MCA Salinas VOR, S-bound		
Salinas,Calif. VOR	Stinson Beach INT, Calif.	5000
Stinson Beach INT, Calif.	Point Reyes,Calif. VOR	3000
Point Reyes, Calif. VOR	Ukiah,Calif.VOR	6000
Salinas,Calif. VOR	Davenport INT,Calif.	
Via W alter.	Via W alter SE-bound	5000
	NW-bound	7000
Davenport INT, Calif.	Pedro INT,Calif.	
Via W alter.	Via W alter.	7000

VOR CIVIL AIRWAY 27 - cont'd.

FROM	TO	MEA
Pedro INT,Calif.	Stinson Beach INT, Calif.	
Via W alter.	Via W alter.	5000
Stinson Beach INT, Calif.	Point Reyes,Calif. VOR	
Via W alter.	Via W alter.	3000
Salinas, Calif. VOR	*San Francisco, Calif. VOR	
via E alter.	via E alter.	6000
*4000 - MCA San Francisco VOR, SE-bound		
Ames INT, Calif. via E alter.	San Francisco, Calif. VOR via E alter. NW-bound only	3000
San Francisco, Calif. VOR	Oakland,Calif.VOR	
Via E alter.	Via E alter.	3000
Oakland,Calif.VOR	Point Reyes,Calif.VOR	
Via E alter.	Via E alter.	5000
Ukiah, Calif. VOR	Fortuna, Calif. VOR	6500
Fortuna, Calif. VOR	Crescent City, Calif. VOR	3000
Crescent City, Calif. VOR	North Bend, Ore. VOR	*8000
*6400 - MOCA		
North Bend, Ore. VOR	Newport, Ore. VOR	*6000
*4500 - MOCA		
Newport, Ore. VOR	Hoquiam, Wash. VOR	*7000
*5000 - MOCA		
Hoquiam, Wash. VOR	Shelton INT, Wash.	3500
Shelton INT, Wash.	Seattle, Wash. VOR	3000

§610.6028 VOR CIVIL AIRWAY 28

FROM	TO	MEA
Oakland, Calif. VOR	Modesto, Calif. VOR	4000
*Modesto, Calif. VOR	**West Point INT, Calif.	8000
*4000 - MCA Modesto VOR, NE-bound		
**10,000 - MCA West Point INT, NE-bound		
West Point INT, Calif.	*Reno, Nev. VOR	13,000
*10,500 - MCA Reno VOR, SW-bound		

§610.6029 VOR CIVIL AIRWAY 29

FROM	TO	MEA
Chincoteague, Md. VOR	Salisbury, Md. VOR	1500
Salisbury, Md. VOR	Dover, Del. VOR	1700
Dover,Del.VOR	Woodstown,N.J.VOR	1500
Woodstown,N.J. VOR	West Chester,Pa. VOR	1800
West Chester,Pa. VOR	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Allentown,Pa.VOR	2500
Allentown, Pa. VOR	Wilkes-Barre Scranton, Pa. VOR	3500

VOR CIVIL AIRWAY 29 - cont'd.

FROM	TO	MEA
Wilkes-Barre Scranton, Pa. VOR	Binghamton, N.Y. VOR	4000
Binghamton, N.Y. VOR	Syracuse, N.Y. VOR	3500
Syracuse, N.Y. VOR	Watertown, N.Y. VOR	2000
Watertown, N.Y. VOR	Massena, N.Y. VOR	2000
Massena, N.Y. VOR	U.S. Canadian Boundary VOR	2000

§610.6030 VOR CIVIL AIRWAY 30

FROM	TO	MEA
Milwaukee,Wis. VOR	Sun Fish INT, (Lake Mich.)	2300
Sun Fish INT (Lake Mich.)	Pullman,Mich.VOR	*2700
*2000 - MOCA		
Milwaukee,Wis. VOR	*New Berlin INT,Wis.	
Via S alter.	Via S alter.	2300
*3500 - MRA		
New Berlin INT, Wis.	Racine INT,Wis.	
Via S alter.	Via S alter.	*3000
*2100 - MOCA		
Racine INT,Wis.	Pullman,Mich.VOR	
Via S alter.	Via S alter.	*3000
*2000 - MOCA		
Pullman,Mich.VOR	*LeRoy INT,Mich.	2200
*2500 - MRA		
LeRoy INT,Mich.	Litchfield,Mich.VOR	2200
Litchfield, Mich. VOR	Hudson INT, Mich.	2600
Hudson INT, Mich.	Waterville, Ohio VOR	2200
Waterville, Ohio VOR	Bellevue INT, Ohio	1900
Bellevue INT, Ohio	INT 348 rad. Mansfield, Ohio & W crs Wellington VAR	2000
INT 348 rad. Mansfield, Ohio & W crs Wellington VAR	Wellington, Ohio VAR	2000
Wellington,Ohio VAR	Fairlawn INT,Ohio	2500
Fairlawn INT,Ohio	Youngstown,Ohio VOR	2500
Youngstown, Ohio VOR	*Mercer INT, Pa.	2600
*4000 - MRA		
Mercer INT, Pa.	*Brookville INT, Pa.	4000
*4000 - MRA		
Brookville INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove,Pa. VOR	*E.Texas INT,Pa.	**10000
*10000 - MRA		
**4000 - MOCA		
E.Texas INT,Pa.	Ringoes INT,N.J.	*6000
*2500 - MOCA		

VOR CIVIL AIRWAY 30 - cont'd.

FROM	TO	MEA
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Idlewild, N.Y. VOR	Patchogue INT, N.Y.	*2000
*1500 - MOCA		
Patchogue INT, N.Y.	Mastic INT, N.Y.	*4000
*1500 - MOCA		
Mastic INT, N.Y.	*White Cap INT, N.Y.	**11,000
*6000 - MRA		
**1500 - MOCA		
White Cap INT, N.Y.	Newport INT, R.I.	*6000
*1500 - MOCA		
Newport INT, R.I.	Nantucket, Mass. VOR	*2000
*1500 - MOCA		

§610.6031 VOR CIVIL AIRWAY 31

FROM	TO	MEA
Baltimore, Md. VOR	Harrisburg, Pa. VOR	3000
Harrisburg,Pa. VOR	*Liverpool INT,Pa.	3500
*4000 - MRA		
Liverpool INT, Pa.	Selinsgrove,Pa. VOR	3500
Selinsgrove, Pa. VOR	Williamsport, Pa. VOR	3500
Williamsport, Pa. VOR	*Grover INT, Pa.	4000
*Grover INT, Pa.	Elmira, N.Y. VOR	4000
*5000 - MRA		
Elmira, N.Y. VOR	Bellona INT, N.Y.	3500
Bellona INT,N.Y.	Rochester, N.Y. VOR	3000

§610.6032 VOR CIVIL AIRWAY 32

FROM	TO	MEA
Battle Mountain, Nev. VOR	Elko, Nev. VOR	11,000
Elko, Nev. VOR	Bonneville, Utah VOR	13000
Elko, Nev. VOR Via N alter.	Wells, Nev. VOR Via N alter.	13000
Wells, Nev. VOR	Bonneville, Utah VOR	
Via N alter.	Via N alter.	12000
Bonneville,Utah VOR	*Salt Lake City,Utah VOR W-bound	10000
	E-bound	11000
*12000 - MCA Salt Lake City VOR,E-bound		
Salt Lake City, Utah VOR	Ft.Bridger, Wyo. VOR	13,000

§610.6033 VOR CIVIL AIRWAY 33

FROM	TO	MEA
Baltimore, Md. VOR	Harrisburg, Pa. VOR	3000
Harrisburg, Pa. VOR	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Bradford, Pa. VOR	4000
Bradford,Pa.VOR	Buffalo,N.Y.VOR	4500

§610.6034 VOR CIVIL AIRWAY 34

FROM	TO	MEA
Rochester, N.Y. VOR	Bellona INT, N.Y.	3000
Bellona INT, N.Y.	Binghamton, N.Y. VOR	3500
Binghamton,N.Y. VOR	Newburgh INT,N.Y.	4000
Newburgh INT,N.Y.	West Point INT, N. Y.	3000
West Point INT, N. Y.	Wilton,Conn. VOR	2500
Wilton, Conn. VOR	Saybrook INT, Conn.	2000

§610.6035 VOR CIVIL AIRWAY 35

FROM	TO	MEA
Miami,Fla.VOR	*Tamiami INT,Fla.	1200
*2700 - MRA		
Tamiami INT,Fla.	*Copeland INT,Fla.	1200
*2200 - MRA		
Copeland INT,Fla.	Ft.Myers,Fla.VOR	*2200
*1100 - MOCA		
Ft. Myers,Fla.VOR	Tampa,Fla. VOR	1500
Tampa,Fla.VOR	*Crystal INT,Fla.	**1500
*2000 - MRA		
**1200 - MOCA		
Crystal INT,Fla.	*Shrimp INT,Fla.	**1500
*6000 - MRA		
**1000 - MOCA		
*Shrimp INT,Fla.	Scallop INT,Fla.	**4000
*6000 - MRA		
**1000 - MOCA		
Scallop INT,Fla.	Lobster INT,Fla.	*6000
*1000 - MOCA		
Lobster INT,Fla.	*St.Marks INT, Fla.	**2000
*2000 - MRA		
**1000 - MOCA		
St.Marks INT,Fla.	Tallahassee,Fla. VOR	1500
Tallahassee, Fla. VOR	Albany, Ga. VOR	1500
Albany, Ga. VOR	Macon, Ga. VOR	1600
Macon,Ga.VOR	*Eatonton INT,Ga.	**2600
*3500 - MRA		
**2000 - MOCA		
Eatonton INT,Ga.	*Madison INT,Ga.	**2600
*3500 - MRA		
**2000 - MOCA		
Madison INT,Ga.	Athens INT,Ga.	*2600
*2000 - MOCA		
Athens INT,Ga.	Royston,Ga.VOR	2200
Royston,Ga.VOR	Clemson INT,S.C.	2200
Clemson INT,S.C.	Cleveland INT,S.C.	4000
Cleveland INT, S.C.	Asheville,N.C.VOR	6000
Asheville,N.C. VOR	*Roan Mt. INT,N.C.	8500
*7000 - MCA Roan Mt. INT, S-bound		
Roan Mt. INT,N.C.	Tri-City,Tenn.VOR	6000
Tri-City, Tenn. VOR	Paynesville, W.Va. LF/RBN	6800
Paynesville, W.Va. LF/RBN	Charleston, W.Va. VOR	4500
Charleston,W.Va. VOR	*Gay INT,W.Va.	2500
*4000 - MRA		

VOR CIVIL AIRWAY 35 - cont'd.

FROM	TO	MEA
Gay INT,W.Va.	Parkersburg,W.Va. VOR	2500
Parkersburg, W.Va. VOR	Pittsburgh, Pa. VOR	3000
Pittsburgh, Pa. VOR	*New Alexandria INT, Pa.	3000
*4000 - MCA New Alexandria INT, E-bound		
New Alexandria INT, Pa.	Philipsburg, Pa. VOR	4000
Philipsburg, Pa. VOR	Elmira, N.Y. VOR	4500
Elmira, N.Y. VOR	Syracuse, N.Y. VOR	3500
via E alter.	via E alter.	3500

§610.6036 VOR CIVIL AIRWAY 36

FROM	TO	MEA
U.S. Canadian Border	Buffalo, N.Y.VOR	2000
Buffalo, N.Y. VOR	Elmira, N.Y. VOR	3500
Buffalo,N.Y.VOR Via S alter.	Angelica INT,N.Y. Via S alter.	*4500
*4000 - MOCA		
Angelica INT,N.Y. Via S alter.	Elmira,N.Y.VOR Via S alter.	4000
Elmira, N.Y. VOR	Scranton, Pa. VOR	3500
Wilkes-Barre Scranton,Pa.VOR	Branchville INT, N. J.	3500
Branchville INT, N. J.	Paterson INT,N.J.	3000

§610.6037 VOR CIVIL AIRWAY 37

FROM	TO	MEA
Savannah,Ga.VOR	*Grays INT,S.C.	1400
*2500 - MRA		
Grays INT,S.C.	Columbia,S.C.VOR	1400
Columbia,S.C. VOR	*Blythewood INT, S. C.	2000
*3000 - MRA		
Blythewood INT, S. C.	Charlotte,N.C.VOR	2000
Pulaski,Va.VOR	Mavie INT,W.Va.	6000
Elkins, W.Va. VOR	Morgantown, W.Va. VOR	5000
Morgantown,W.Va. VOR	Millsboro INT,Pa.	4000
Millsboro INT,Pa.	Pittsburgh,Pa.VOR	3000
Pittsburgh,Pa. VOR	Turnpike INT,Pa.	3000
Turnpike INT,Pa.	*Mercer INT,Pa.	**4000
*4000 - MRA		
**3000 - MOCA		
Mercer INT,Pa.	*Hadley INT,Pa.	**4000
*4000 - MRA		
**3000 - MOCA		
Hadley INT,Pa.	Erie,Pa.VOR	*4000
*3000 - MOCA		

§610.6038 VOR CIVIL AIRWAY 38

FROM	TO	MEA
Iowa City,Iowa VOR	Prairie INT,Iowa	2100
Prairie INT,Iowa	*Annawan INT,Iowa	**4000
*4000 - MRA		
**2100 - MOCA		

VOR CIVIL AIRWAY 38 - cont'd.

FROM	TO	MEA
Annawan INT,Iowa	Triumph INT,Ill.	*6000
*2000 - MOCA		
Triumph INT,Ill.	Joliet,Ill.VOR	2000
Joliet,Ill.VOR	Peotone,Ill.VOR	2000
Peotone, Ill. VOR	Thayer INT, Ind.	2000
Thayer INT, Ind.	Ft.Wayne, Ind. VOR	*4000
*2200 - MOCA		
Ft.Wayne, Ind. VOR	Findlay, Ohio VOR	2600
Findlay, Ohio VOR	Columbus, Ohio VOR	2500
Columbus,Ohio VOR	*Glenford INT,Ohio	2500
*3000 - MRA		
Glenford INT, Ohio	Parkersburg,W.Va. VOR	2500
Parkersburg, W.Va. VOR	Elkins, W.Va. VOR	5000

§610.6039 VOR CIVIL AIRWAY 39

FROM	TO	MEA
South Boston, Va. VOR	Gordonsville, Va. VOR	3000
Gordonville, Va. VOR	Herndon, Va. VOR	3000
Herndon,Va.VOR	Lisbon INT,Md.	2500
Lisbon INT,Md.	Hereford INT,Md.	*3000
*2500 - MOCA		
Lancaster INT, Pa.	Allentown, Pa. VOR	2500
Allentown, Pa. VOR	Stroudsburg, Pa. VOR	2700
Stroudsburg, Pa. VOR	Poughkeepsie, N.Y. VOR	3000
Poughkeepsie, N.Y. VOR	Gardner, Mass. VOR	3500
Gardner, Mass. VOR	Concord, N.H. VOR	4000
Concord, N.H. VOR	Kennebunk,Me. VOR	2500

§610.6040 VOR CIVIL AIRWAY 40

FROM	TO	MEA
Peru INT, Ohio	Wellington, Ohio VAR	2000
Wellington, Ohio VAR	Bergholz INT, Ohio	2500
Bergholz INT, Ohio	Pittsburgh, Pa. VOR	2700

§610.6041 VOR CIVIL AIRWAY 41

FROM	TO	MEA
Pittsburgh, Pa. VOR	Palestine INT, Pa.	2500
Palestine INT, Pa.	Youngstown, Ohio VOR	3000

§610.6042 VOR CIVIL AIRWAY 42

FROM	TO	MEA
Flint INT,Mich.	Windsor,Ont. Canada VOR	#2700
#For that airspace over U.S. Territory		
Windsor,Ont. Canada VOR	Cleveland,Ohio VOR	2000
Cleveland, Ohio VOR	Atwater INT, Ohio	2500

VOR CIVIL AIRWAY 42 - cont'd.

FROM	TO	MEA
Atwater INT, Ohio	*Sebring INT, Ohio	**3500
*3500 - MRA **2500 - MOCA		
Sebring INT, Ohio	Power Point INT, Pa.	2600
Power Point INT, Pa.	Pittsburgh,Pa.VOR	2500
Pittsburgh, Pa. VOR	*Latrobe INT, Pa.	3000
*4000 - MCA Latrobe INT, E-bound		
Latrobe INT, Pa.	Johnstown, Pa. VOR	4500
Johnstown, Pa. VOR	Martinsburg, W.Va. VOR	4500
Martinsburg, W.Va. VOR	Dawsonville INT, Va.	3000
Dawsonville INT, Va.	Washington, D.C. TVOR	2000

§610.6043 VOR CIVIL AIRWAY 43

FROM	TO	MEA
Columbus, Ohio VOR	Tiverton INT, Ohio	2500
Tiverton INT, Ohio	*Mt. Hope INT, Ohio	**4000
*4000 - MRA **2500 - MOCA		
Mt. Hope INT, Ohio	Marchand INT, Ohio	*4000
*2500 - MOCA		
Marchand INT, Ohio	Youngstown, Ohio VOR	2500
Youngstown,Ohio VOR	Kingsville INT, Ohio	2200
Kingsville INT, Ohio	Erie,Pa.VOR	2000

§610.6044 VOR CIVIL AIRWAY 44

FROM	TO	MEA
Louisville, Ky. VOR	*Georgetown INT, Ky.	**3000
*3000 - MRA **2500 - MOCA		
*Georgetown INT, Ky.	York, Ky. VOR	**5000
*3000 - MRA **2500 - MOCA		
York, Ky. VOR	Parkersburg, W.Va. VOR	2500
Parkersburg, W.Va. VOR	Morgantown, W.Va. VOR	4000
Morgantown, W.Va. VOR	Martinsburg, W.Va. VOR	5000
Martinsburg, W.Va. VOR	INT Martinsburg, rad. 100 T & Baltimore, Md. rad. 280 T VOR	3000
INT Martinsburg, rad. 100 T & Baltimore,Md. rad. 280 T VOR	Baltimore, Md. VOR	2000
Baltimore, Md. VOR	Eggleside INT, Md.	1500

§610.6045 VOR CIVIL AIRWAY 45

FROM	TO	MEA
Lexington, Ky. VOR	York, Ky. VOR	2600
York, Ky. VOR	Columbus, Ohio VOR	2500
Columbus, Ohio VOR	Carey INT, Ohio	2400
Carey INT, Ohio	Waterville, Ohio VOR	2000
Int. Waterville, Ohio VOR 330°M & Litchfield,Mich. VOR 091° M rads.	*Leslie INT,Mich.	2300
*3000 - MRA		
Leslie INT,Mich.	Lansing,Mich.VOR	2300

§610.6046 VOR CIVIL AIRWAY 46

FROM	TO	MEA
Glen Cove INT, N.Y.	Riverhead, N.Y. VOR	1700
Riverhead, N.Y. VOR	Newport INT, R.I.	*3000
*1500 - MOCA		
Newport INT, R.I.	Nantucket, Mass. VOR	*2000
*1500 - MOCA		
Riverhead, N.Y. VOR via S alter.	*White Cap INT, N.Y. via S alter.	1500
*6000 - MRA		
*White Cap INT, N.Y. via S alter.	Newport INT, R.I. via S alter.	**6000
*6000 - MRA **1500 - MOCA		

§610.6047 VOR CIVIL AIRWAY 47

FROM	TO	MEA
Louisville, Ky. VOR	Nabb INT, Ind.	2100
Nabb INT, Ind.	Cincinnati, Ohio VOR	2400
Cincinnati,Ohio VOR	Dayton,Ohio VOR	3000
Hamilton INT, Ohio	Cincinnati,Ohio VOR S-bound only	2300
Cincinnati,Ohio VOR Via W alter.	Dayton,Ohio VOR Via W alter.	2500
Dayton, Ohio VOR via W alter.	Findlay, Ohio VOR via W alter.	2300
Dayton, Ohio VOR	*Sidney INT, Ohio	2200
*Sidney INT, Ohio	Findlay, Ohio VOR	2200
*3000 - MRA		
Findlay, Ohio VOR	Waterville, Ohio VOR	2100
Waterville,Ohio . VOR	Milan INT,Mich.	2300
Milan INT,Mich.	Detroit,Mich. ILS loc. (Willow Run Arpt.)	2300
Detroit,Mich.ILS loc.(Willow Run Arpt.)	Midcraft INT,Mich.	2300

§610.6048 VOR CIVIL AIRWAY 48

FROM	TO	MEA
Burlington,Iowa VOR	Peoria,Ill.VOR	1900
Peoria,Ill.VOR	Pontiac,Ill.VOR	2300

§610.6049 VOR CIVIL AIRWAY 49

FROM	TO	MEA
Dillon,Mont.VOR	*Butte,Mont.VOR	11500
*10200 - MCA Butte VOR, S-bound		
Butte, Mont. VOR	INT Butte, Mont. 343 & Helena, Mont. 253 mag. rads.	9000
INT Butte, Mont. 343 & Helena, Mont. 253 mag. rads.	Avon INT, Mont.	9000
Avon INT, Mont.	Wolf Creek INT, Mont.	9500
Wolf Creek INT, Mont.	*Great Falls, Mont. VOR	8500
*6600 - MCA Great Falls VOR, SW-bound		

§610.6050 VOR CIVIL AIRWAY 50

FROM	TO	MEA
Kirksville, Mo. VOR	Quincy, Ill. VOR	2500
Kirksville,Mo.VOR Via S alter.	Warren INT,Mo. Via S alter.	*2500
*2100 - MOCA		
Warren INT, Mo. via S alter.	Quincy, Ill. VOR via S alter.	2000
Quincy, Ill. VOR	Springfield, Ill. VOR	2000
Springfield,Ill. *4000 - MRA	*Mt.Zion INT,Ill.	2300
Mt.Zion INT,Ill. *3000 - MRA	*Arcola INT,Ill.	2300
Arcola INT,Ill.	Terre Haute,Ind. VOR	2300
Terre Haute, Ind. VOR	Cloverdale INT, Ind.	2300
Cloverdale INT, Ind.	Monrovia INT, Ind.	2300

§610.6051 VOR CIVIL AIRWAY 51

FROM	TO	MEA
Miami,Fla.VOR	New River INT,Fla.	1300
New River INT, Fla.	Belle Glade INT, Fla.	2000
Belle Glade INT, Fla.	Vero Beach,Fla. VOR	*2000
*1400 - MOCA		
Vero Beach,Fla. VOR	Daytona Beach,Fla. VOR	*1500
*1300 - MOCA		
Daytona Beach, Fla. VOR	Jacksonville,Fla. VOR	1300
Jacksonville,Fla. VOR	Folkston INT,Ga.	1300
Folkston INT,Ga. *1800 - MRA	*Waycross INT,Ga.	1600
Waycross INT,Ga.	Alma,Ga.VOR	1600
Jacksonville,Fla. VOR Via E alter.	Colesburg INT,Ga. Via E alter.	1200

VOR CIVIL AIRWAY 51 - cont'd.

FROM	TO	MEA
Colesburg INT,Ga. Via E alter.	Alma, Ga. VOR Via E alter.	*1400
*1200 - MOCA		
Jacksonville,Fla. VOR	Callahan INT,Fla.	
Via W alter.	Via W alter.	1200
Callahan INT,Fla. Via W alter.	Hilliard INT,Fla. Via W alter.	1300
Hilliard INT,Fla. Via W alter.	Alma, Ga. VOR Via W alter.	1600
Alma, Ga. VOR	*Red Dog INT, Ga.	1800
*Red Dog INT, Ga.	Macon, Ga. VOR	1800
*3100 - MRA		
Macon,Ga.VOR	*McDonough INT, Ga.	**3000
*2500 - MRA **2100 - MOCA		
McDonough INT,Ga.	Kennesaw INT,Ga.	*8000
*3000 - MOCA		
Kennesaw INT,Ga.	Chattanooga,Tenn. VOR	*4000
*3500 - MOCA		
Alma, Ga. VOR via W alter.	Powersville INT, Ga. via W alter.	*6800
*1700 - MOCA		
Powersville INT, Ga. via W alter.	Atlanta, Ga. VOR via W alter.	*3500
*2300 - MOCA		
Atlanta,Ga.VOR Via W alter.	Kennesaw INT,Ga. Via W alter.	3000
Kennesaw INT,Ga. Via W alter.	Chattanooga,Tenn.VOR Via W alter.	*4000
*3500 - MOCA		
Chattanooga, Tenn. VOR	Crossville, Tenn. VOR	4200
Chattanooga,Tenn. VOR	Georgetown INT,Tenn.	
Via E alter.	Via E alter.	3000
Georgetown INT, Tenn.	Crossville,Tenn. VOR	
Via E alter.	Via E alter.	5000
Crossville, Tenn. VOR	Highway INT, Tenn.	4200
Highway INT, Tenn.	Campbellsville INT, Ky.	*5000
*3000 - MOCA		
Campbellsville INT, Ky.	Louisville, Ky. VOR	*3000
*2400 - MOCA		
Louisville, Ky. VOR	Nabb INT, Ky.	2100
Nabb INT, Ky.	Hartsville INT, Ind.	*4800
*2100 - MOCA		
Hartsville INT, Ind.	Indianapolis, Ind. VOR	2300
Indianapolis,Ind. VOR	Lafayette,Ind.VOR	2300
Lafayette,Ind.VOR Via E alter.	Newland INT,Ind. Via E alter.	2300
Newland INT,Ind. Via E alter.	Chicago Hgts.,Ill.VOR Via E alter.	2000

VOR CIVIL AIRWAY 51 - cont'd.

FROM	TO	MEA
Lafayette, Ind. VOR	Shelby INT, Ind.	2300
Shelby INT, Ind.	Chicago Hgts., Ill. VOR	2000
Chicago Hgts., Ill. VOR	City INT, Ill.	2000

§610.6052 VOR CIVIL AIRWAY 52

FROM	TO	MEA
Des Moines, Iowa VOR	*Knoxville INT, Iowa	2200
*3400 - MRA		
Knoxville INT, Iowa	Ottumwa, Iowa VOR	2200
Des Moines, Iowa VOR	Ottumwa, Iowa VOR	
via S alter.	via S alter.	2500
Ottumwa, Iowa VOR	*Quincy, Ill. VOR	2600
via N alter.	via N alter.	2600
*2600 - MCA Quincy VOR, NW-bound		
Quincy, Ill. VOR	St.Louis, Mo. VOR	2000
via N alter.	via N alter.	2000

§610.6053 VOR CIVIL AIRWAY 53

FROM	TO	MEA
Charleston,S.C. VOR	*Holly Hill INT, S.C.	1400
*3800 - MRA		
Holly Hill INT, S. C.	Columbia, S.C.VOR	1400
Columbia,S.C.VOR	Spartanburg,S.C. VOR	2300
Spartanburg,S.C. VOR	Asheville,N.C.VOR	6000
Asheville,N.C. VOR	*Roan Mt. INT,N.C.	8500
*7000 - MCA Roan Mt. INT, S-bound		
Roan Mt.INT,N.C.	Tri-City,Tenn.VOR	6000
Tri-City,Tenn.VOR	Hilton INT,Va.	5500
Hilton INT,Va.	Daley INT,Ky.	6200
*Daley INT,Ky.	Lexington,Ky.VOR	3500
*5000 - MCA Daley INT, SE-bound		
Lexington, Ky. VOR	*Mt. Eden INT, Ky.	2200
*Mt. Eden INT, Ky.	Louisville, Ky. VOR	2200
*4000 - MRA		
Louisville, Ky. VOR	*Henryville INT, Ind.	2600
*3100 - MRA		
Henryville INT, Ind,	Banta INT, Ind.	2600
Banta INT, Ind.	Indianapolis, Ind. VOR	2300
Indianapolis,Ind. VOR	Lafayette,Ind.VOR	2300
Indianapolis, Ind. VOR	Lafayette, Ind. VOR	
via W alter.	via W alter.	2100
Lafayette,Ind.VOR	Peotone,Ill.VOR	2000
Peotone, Ill. VOR	Chicago Midway Arpt, Ill. TVOR	2300

§610.6054 VOR CIVIL AIRWAY 54

FROM	TO	MEA
Quitman,Tex.VOR	Texarkana,Tex.VOR	1700
Texarkana,Ark. VOR	Malvern INT,Ark.	2500
Malvern INT,Ark.	Little Rock,Ark. VOR	1800
Texarkana, Ark. VOR	Benton INT, Ark.	
Via N alter. *2500 - MOCA	Via N alter.	*3000
Benton INT, Ark.	Little Rock, Ark. VOR	
Via N alter.	Via N alter.	1800
Little Rock,Ark. VOR	Lonoke INT,Ark.	
Via N alter.	Via N alter.	1500
Lonoke INT,Ark.	*Round Pond INT,Ark.	
Via N alter. *2500 - MRA **1600 - MOCA	Via N alter.	**2500
Round Pond INT, Ark.	Memphis,Tenn.VOR	
Via N alter.	Via N alter.	1700
Little Rock,Ark. VOR	Biscoe INT,Ark.	1500
Biscoe INT,Ark. *1700 - MOCA	Memphis,Tenn.VOR	*2500
Memphis, Tenn. VOR	Muscle Shoals, Ala. VOR	2400
Muscle Shoals, Ala. VOR *4500 - MRA	*Tanner INT,Ala.	2200
Tanner INT,Ala.	Huntsville,Ala.VOR	2200
Huntsville,Ala. VOR	Chattanooga,Tenn. VOR	4000
Chattanooga,Tenn. VOR	*Crandall INT,Ga.	3000
*6000 - MCA Crandall INT, E-bound		
Crandall INT,Ga. *6000 - MOCA	Murphy INT, N.C.	*6600
Murphy INT,N.C. *5700 - MOCA	Harris INT,N.C.	*6600
Harris INT,N.C. *7500 - MOCA	Cleveland INT,S.C.	*8000
Cleveland INT, S. C.	Spartanburg, S.C. VOR	4000
Spartanburg,S.C. VOR	Charlotte, N.C. VOR	2100

§610.6055 VOR CIVIL AIRWAY 55

FROM	TO	MEA
Dayton, Ohio VOR	Ft.Wayne, Ind. VOR	2200
Dayton,Ohio VOR	*Dawn INT,Ohio	
Via W alter. *3500 - MRA	Via W alter.	2200
Dawn INT,Ohio	Ft.Wayne,Ind.VOR	
Via W alter.	Via W alter.	2200
Ft.Wayne, Ind. VOR	Goshen, Ind. VOR	2300
Goshen, Ind. VOR	South Bend, Ind. VOR	2400
South Bend,Ind. VOR	Keeler,Mich.VOR	2000

VOR CIVIL AIRWAY 55 - cont'd.

FROM	TO	MEA
Keeler,Mich.VOR	Pullman,Mich.VOR	2100
Pullman, Mich. VOR	Muskegon, Mich. VOR	1900
Muskegon, Mich. VOR	Pentwater INT, Mich.	2000
Pentwater INT, Mich.	Green Bay, Mich. VOR	2700

§610.6056 VOR CIVIL AIRWAY 56

FROM	TO	MEA
Montgomery, Ala. VOR	Columbus, Ga. VOR	2100
Montgomery, Ala. VOR	Kent INT, Ala.	
via N alter.	via N alter.	2000
Kent INT, Ala.	Columbus, Ga. VOR	
via N alter.	via N alter.	2000
Columbus,Ga.VOR *2400 - MRA	*Hamilton INT,Ga.	1800
Hamilton INT,Ga. *3000 - MRA **2400 - MOCA	*Junction City INT, Ga.	**3000
Junction City INT,Ga. *2400 - MOCA	Macon,Ga.VOR	*3000
Macon, Ga. VOR *1800 - MOCA	Augusta, Ga. VOR	*2700
Augusta, Ga. VOR	Columbia, S.C. VOR	2000
Columbia,S.C. VOR	Florence, S.C. VOR	1500
Columbia, S.C. VOR	*Blythewood INT, S. C.	
Via N alter.	Via N alter.	2000
*Blythewood INT, S.C.	Florence,S.C.VOR	
Via N alter. *3000 - MRA **1900 - MOCA	Via N alter.	**3000

§610.6057 VOR CIVIL AIRWAY 57

FROM	TO	MEA
Graham,Tenn.VOR	Bowling Green,Ky. VOR	*2400
*1700 - MOCA		
Bowling Green, Ky. VOR	Scotland, Ind. VOR	*3000
*2500 - MOCA		

§610.6058 VOR CIVIL AIRWAY 58

FROM	TO	MEA
Bergholz INT,Pa.	Ellwood City,Pa. VOR	2500
Ellwood City,Pa. VOR	Echo INT,Pa.	3000
Echo INT,Pa.	Philipsburg,Pa.VOR	4000
Philipsburg,Pa. VOR	Williamsport,Pa. VOR	4000
Williamsport,Pa. VOR	Avoca INT,Pa.	4500
Avoca INT,Pa.	Wilkes-Barre,Pa. VOR	3500
Wilkes-Barre,Pa. VOR	Poughkeepsie,N.Y. VOR	4000
Poughkeepsie,N.Y. VOR	Hartford,Conn.VOR	3000
Hartford,Conn.VOR	Salem INT,Conn.	2000

§610.6060 VOR CIVIL AIRWAY 60

FROM	TO	MEA
Albuquerque, N.Mex.VOR	*Otto,N.Mex.VOR	12000
via S alter.	via S alter.	10,000
*10000 - MCA Otto VOR, W-bound		
Otto, N.Mex. VOR	Las Vegas, N.Mex. VOR	10,000
Las Vegas,N.Mex. VOR	Conchas Dam INT, N. Mex.	9500
Conchas Dam INT, N. Mex.	Tucumcari,N.Mex. VOR	7500
Tucumcari,N.Mex. VOR	*Pleasant Hill INT N.Mex.	7000
*15500 - MRA		
Pleasant Hill INT, N.Mex. *5500 - MOCA	Farwell INT,Tex.	*13000
Farwell INT,Tex. *6500 - MOCA	Lubbock,Tex.VOR	*10000

§610.6061 VOR CIVIL AIRWAY 61

FROM	TO	MEA
Ft.Worth,Tex.VOR	Wichita Falls,Tex. VOR	2600
Wichita Falls, Tex. VOR	Lawton, Okla. VOR	2200

§610.6062 VOR CIVIL AIRWAY 62

FROM	TO	MEA
Santa Fe. N.Mex. VOR	Anton Chico, N.Mex. VOR	10,000
Anton Chico, N.Mex. VOR	School INT,N.Mex.	8000
School INT,N.Mex. *7800 - MOCA	Field INT,N.Mex.	*11500
Field INT,N.Mex. *15500 - MRA **5800 - MOCA	*Pleasant Hill INT, N.Mex.	**15500
Pleasant Hill INT, N.Mex. *5500 - MOCA	Farwell INT,Tex.	*13000
Farwell INT,Tex. *6500 - MOCA	Lubbock,Tex.VOR	*10000

§610.6063 VOR CIVIL AIRWAY 63

FROM	TO	MEA
Waco,Tex.VOR *2400 - MRA **2000 - MOCA	*Ennis INT,Tex.	**2400
Ennis INT,Tex. *1800 - MOCA	Sabine INT,Tex.	*4500
Sabine INT,Tex.	Sulphur Springs, Tex. VOR	1800
McAlester, Okla. VOR *2800 - MOCA	Fayetteville, Ark. VOR	*3500
Fayetteville, Ark. VOR	Springfield, Mo. VOR	2600
Springfield, Mo. VOR *2500 - MOCA	Wilton INT, Mo.	*3500
Wilton INT, Mo.	Columbia, Mo. VOR	2600
Columbia, Mo. VOR	Quincy, Ill. VOR	2000
Quincy, Ill. VOR	Burlington, Iowa VOR	2600

VOR CIVIL AIRWAY 63 - cont'd.

FROM	TO	MEA
Burlington, Iowa VOR	Moline, Ill. VOR	2300
Moline, Ill. VOR	Janesville, Wis. VOR	2200
via W alter.	via W alter.	2200
Janesville, Wis. VOR	Milwaukee, Wis. VOR	2500
via W alter. VOR	via W alter.	2500

§610.6064 VOR CIVIL AIRWAY 64

FROM	TO	MEA
*Long Beach, Calif. VOR	Corona INT, Calif. W-bound	5000
	E-bound	7000
*5000 - MCA Long Beach VOR, E-bound		
Corona INT, Calif.	Perris INT, Calif.	8000
*Perris INT, Calif.	**Thermal, Calif. VOR	12000
*11000 - MCA Perris INT, E-bound		
**12000 - MCA Thermal VOR, W-bound		
Thermal, Calif.	Blythe, Calif. VOR	7000

§610.6065 VOR CIVIL AIRWAY 65

FROM	TO	MEA
Bonner Springs INT, Kans.	St. Joseph, Mo. VOR	2400
St. Joseph, Mo. VOR	Lamoni, Iowa VOR	2400

§610.6066 VOR CIVIL AIRWAY 66

FROM	TO	MEA
*San Diego, Calif. VOR	Jamul, Calif. LF/RBN E-bound	8000
	W-bound	4500
*4000 - MCA San Diego VOR, E-bound		
Jamul, Calif. LF/RBN	*Seeley INT, Calif.	**11000
*7000 - MCA Seeley INT, W-bound		
**8000 - MOCA		
Barrett Lake, Calif. FM	Jamul, Calif. LF/RBN W-bound only	6000
Seeley INT, Calif.	Yuma, Ariz. VOR	*6000
*4000 - MOCA		
Yuma, Ariz. VOR	Gila Bend, Ariz. VOR	4000
Gila Bend, Ariz. VOR	Tucson, Ariz. VOR	7000
Gila Bend, Ariz. VOR	Toltec INT, Ariz.	
via N alter.	via N alter.	*10,000
*5000 - MOCA		
Toltec INT, Ariz.	Tucson, Ariz. VOR	
via N alter.	via N alter.	7000
*Tucson, Ariz. VOR	Douglas, Ariz. VOR	10000
*9000 - MCA Tucson VOR, SE-bound		
Douglas, Ariz. VOR	Animas INT, N. Mex.	10,000
Animas INT, N. Mex.	Columbus, N. Mex. VOR	
	E-bound	8600
	W-bound	10,000
Columbus, N. Mex. VOR	*Harrington Ranch INT, N. Mex.	8500
*Harrington Ranch INT, N. Mex.	El Paso, Tex. VOR	8500
*10,000 - MRA		

VOR CIVIL AIRWAY 66 - cont'd.

FROM	TO	MEA
Columbus, N.M. VOR Via N alter.	El Paso, Tex. VOR Via N alter.	9200
El Paso, Tex. VOR	Hudspeth, Tex. VOR	8000
Hudspeth, Tex. VOR	Culberson, Tex. VOR	8000
Culberson, Tex. VOR	Orno INT, Tex.	6300
Orno INT, Tex.	Monahans INT, Tex.	8000
Monahans INT, Tex.	Midland, Tex. VOR	*5000
*4300 - MOCA		
Midland, Tex. VOR	Big Spring, Tex. VOR	4400
Big Spring, Tex. VOR	Abilene, Tex. VOR	4000
Abilene, Tex. VOR	Breckenridge INT, Tex.	*3500
*3100 - MOCA		
Breckenridge INT, Tex.	Chapel INT, Tex.	*4000
*2500 - MOCA		
Chapel INT, Tex.	Ft. Worth, Tex. VOR	2500
Ft. Worth, Tex. VOR	Prosper INT, Tex.	2100
Prosper INT, Tex.	Princeton INT, Tex.	*2900
*2100 - MOCA		
Princeton INT, Tex.	Sulphur Springs, Tex. VOR	*2000
*1800 - MOCA		

§610.6067 VOR CIVIL AIRWAY 67

FROM	TO	MEA
Waterloo, Iowa VOR	Mason City, Iowa VOR	2500
Mason City, Iowa VOR	Rochester, Minn. VOR	2500
via W alter.	via W alter.	2800

§610.6068 VOR CIVIL AIRWAY 68

FROM	TO	MEA
*Albuquerque, N. Mex. VOR	Corona, N. Mex. VOR	12000
Via N alter.	Via N alter.	10000
*10000 - MCA Albuquerque VOR, SE-bound		
Albuquerque, N. Mex. VOR	Bernardo INT, N. Mex.	
Via S alter.	Via S alter.	10000
Bernardo INT, N. Mex.	Corona, N. Mex. VOR	
Via S alter.	Via S alter.	9500
Corona, N. Mex. VOR	Roswell, N. Mex. VOR	9000
Via N alter.	Via N alter.	9000
Roswell, N. Mex. VOR	*Hagerman INT, N. Mex.	6000
*Hagerman INT, N. Mex.	Hobbs, N. Mex. VOR	6000
*6500 - MRA		
Hobbs, N. Mex. VOR	*Pipe Line INT, Tex.	5300
*5000 - MRA		
Pipe Line INT, Tex.	Midland, Tex. VOR	4000
Hobbs, N. Mex. VOR via S alter.	Midland, Tex. VOR via S alter.	5300

VOR CIVIL AIRWAY 68 - cont'd.

FROM	TO	MEA
Midland, Tex. VOR	San Angelo, Tex. VOR	4400
via S alter.	via S alter.	4400
San Angelo, Tex. VOR	Junction, Tex. VOR	3600
San Angelo, Tex. VOR	Junction, Tex. VOR	
Via S alter.	Via S alter.	3500
Junction, Tex. VOR	Boerne INT, Tex.	*3600
*3400 - MOCA		
Boerne INT, Tex.	San Antonio, Tex. VOR	2800
Junction, Tex. VOR	*Fredericksburg INT, Tex.	
Via N alter.	Via N alter.	**4000
*4000 - MRA		
**3400 - MOCA		
Fredericksburg INT, Tex.	*Guadalupe INT, Tex.	
Via N alter.	Via N alter.	3000
*4000 - MRA		
Guadalupe INT, Tex.	San Antonio, Tex. VOR	
Via N Alter.	Via N alter.	3000
San Antonio, Tex. VOR	*Elmendorf INT, Tex.	2200
*4000 - MRA		
Elmendorf INT, Tex.	Corpus Christi, Tex. VOR	2200
Corpus Christi, Tex. VOR	Kingsville INT, Tex.	1700
Kingsville INT, Tex.	Brownsville, Tex. VOR	1400

§610.6069 VOR CIVIL AIRWAY 69

FROM	TO	MEA
Pine Bluff, Ark. VOR	Biscoe INT, Ark.	1500
Biscoe INT, Ark.	*Hillemann INT, Ark.	**3000
*3000 - MRA		
**1400 - MOCA		
Hillemann INT, Ark.	Walnut Ridge, Ark. VOR	*2500
*1500 - MOCA		
Walnut Ridge, Ark. VOR	Farmington, Mo. VOR	*2700
*2500 - MOCA		
Farmington, Mo. VOR	*Crystal City INT, Mo.	2500
*3000 - MRA		
Crystal City INT, Mo.	Troy, Ill. VOR	2200
Troy, Ill. VOR	Springfield, Ill. VOR	2000
Springfield, Ill. VOR	Pontiac, Ill. VOR	*2500
*2300 - MOCA		
Pontiac, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Chicago Midway Arpt. Ill. TVOR	2000

§610.6070 VOR CIVIL AIRWAY 70

FROM	TO	MEA
Corpus Christi, Tex. VOR	Palacios, Tex. VOR	1300
Palacios, Tex. VOR	Galveston, Tex. VOR	*1500
*1400 - MOCA		
Galveston, Tex. VOR	High Island INT, Tex.	1400
High Island INT, Tex.	Lake Charles, La. VOR	*2000
*1400 - MOCA		
Lake Charles, La. VOR	Lafayette, La. VOR	1300
Lafayette, La. VOR	Baton Rouge, La. VOR	1200
Baton Rouge, La. VOR	*Hammond INT, La.	2000
*2000 - MRA		

§610.6071 VOR CIVIL AIRWAY 71

FROM	TO	MEA
Pine Bluff, Ark. VOR	Tucker INT, Ark.	1500
Tucker INT, Ark.	Little Rock, Ark. VOR	1800
Flippin, Ark. VOR	*Ozark INT, Mo.	3000
*5500 - MRA		
Ozark INT, Mo.	Springfield, Mo. VOR	3000
Springfield, Mo. VOR	*Schell City INT, Mo.	2500
*Schell City INT, Mo.	Butler, Mo. VOR	2500
*4000 - MRA		
Springfield, Mo. VOR	*Nevada INT, Mo.	
via W alter.	via W alter.	**3000
*3000 - MRA		
**2500 - MOCA		
Nevada INT, Mo. via W alter.	Butler, Mo. VOR via W alter.	2500
Butler, Mo. VOR	Grandview INT, Mo.	2400
Grandview INT, Mo.	Kansas City, Mo. VOR	3000

§610.6072 VOR CIVIL AIRWAY 72

FROM	TO	MEA
Troy, Ill. VOR	Vandalia, Ill. VOR	2000
Vandalia, Ill. VOR	*Arcola INT, Ill.	**3000
*3000 - MRA		
**2200 - MOCA		
Arcola INT, Ill.	State Line INT, Ind.	*3100
*2200 - MOCA		
State Line INT, Ind.	Lafayette, Ind. VOR	2000
Lafayette, Ind. VOR	Radnor INT, Ind.	2300
Radnor INT, Ind.	Kokomo INT, Ind.	2200
Findlay, Ohio VOR	Carey INT, Ohio	2100
Carey INT, Ohio	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Chagrin Falls INT, Ohio	3000
Brecksville, Ohio FM	Chagrin Falls INT, Ohio E-bound only	2500

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VOR CIVIL AIRWAY 72 - cont'd.

FROM	TO	MEA
Chargins Falls INT, Ohio	Youngstown, Ohio VOR	2500
Youngstown, Ohio VOR	*Hadley INT, Pa.	2500
*4000 - MRA		
Hadley INT, Pa.	*Hickory INT, Pa.	4000
*5000 - MRA		
Hickory INT, Pa.	Bradford,Pa. VOR	4000
Bradford, Pa. VOR	Elmira, N.Y. VOR	4500
Elmira, N.Y. VOR	Binghamton, N.Y. VOR	3500
Binghamton, N.Y. VOR	*Sidney INT, N.Y.	3500
*4500 - MRA		
Sidney INT, N.Y.	Albany, N.Y. VOR	4500

§610.6073 VOR CIVIL AIRWAY 73

FROM	TO	MEA
*Wichita,Kans. VOR	Hutchinson,Kans. VOR	3400
*3400 - MCA Wichita VOR, NW-bound		
Hutchinson, Kans. VOR	Salina, Kans. VOR	2800

§610.6074 VOR CIVIL AIRWAY 74

FROM	TO	MEA
Dodge City,Kans. VOR	Anthony,Kans.VOR	*3100
*2900 - MOCA		
Anthony,Kans.VOR	Ponca City,Okla. VOR	2600
Ponca City, Okla. VOR	Tulsa, Okla. VOR	2400
via S alter.	via S alter.	2400
Tulsa, Okla. VOR	*Coweta INT, Okla.	2600
*3000 - MRA		
Coweta INT, Okla.	*Bunch INT, Okla.	2600
*3000 - MRA		
Bunch INT, Okla.	Ft.Smith, Ark. VOR	2600
Tulsa, Okla.VOR	Salina INT,Okla.	
Via N alter.	Via N alter.	2000
Salina INT,Okla.	Ft. Smith, Ark.VOR	
Via N alter.	Via N alter.	*4000
*2600 - MOCA		
Ft.Smith, Ark. VOR	*Paris INT, Ark.	4000
*5500 - MRA		
Paris INT, Ark.	Little Rock, Ark. VOR	4000

§610.6075 VOR CIVIL AIRWAY 75

FROM	TO	MEA
Flat Rock,Va. VOR	Gordonsville,Va. VOR	2000
Petersburg INT, W.Va.	Morgantown, W.Va. VOR	6000
Morgantown, W.Va. VOR	Wheeling, W.Va. VOR	4000
Wheeling, W.Va. VOR	Berghola INT, Ohio	3000
Berghola INT, Ohio	Chippewa INT, Ohio	2500
Chippewa INT, Ohio	Cleveland, Ohio VOR	2200

§610.6076 VOR CIVIL AIRWAY 76

FROM	TO	MEA
Lubbock, Tex. VOR	Big Spring, Tex. VOR	6000
Big Spring, Tex. VOR	San Angelo, Tex. VOR	4000
via N alter.	via N alter.	4000
San Angelo,Tex. VOR	Eden INT,Tex.	3500
Eden INT,Tex.	Brady INT,Tex.	*5000
*3500 - MOCA		
Brady INT,Tex.	*Kingsland INT, Tex.	**7500
*4000 - MRA		
**3100 - MOCA		
Kingsland INT, Tex.	*Lake Travis INT, Tex.	**3000
*3600 - MRA		
**2500 - MOCA		
Lake Travis INT, Tex.	Austin, Tex. VOR	3000
Austin, Tex.VOR	*McDade INT, Tex.	2000
*McDade INT,Tex.	Sealy INT, Tex.	**3700
*2800 - MRA		
**1700 - MOCA		
Sealy INT, Tex.	Houston, Tex. VOR	2000
Houston,Tex.VOR	Galveston,Tex.VOR	1700

§610.6077 VOR CIVIL AIRWAY 77

FROM	TO	MEA
San Angelo,Tex. VOR	*Paint Rock INT,Tex.	
Via E alter.	Via E alter.	3500
*6000 - MRA		
Paint Rock INT, Tex.	Abilene,Tex.VOR	
Via E alter.	Via E alter.	*6000
*3300 - MOCA		
Abilene, Tex. VOR	Wichita Falls, Tex. VOR	3000
via E alter.	via E alter.	*3800
*3000 - MOCA		
Wichita Falls, Tex. VOR	*Chickasha INT, Okla.	**2800
*3000 - MRA		
**2400 - MOCA		
Chickasha INT, Okla.	Oklahoma City, Okla.VOR	*2800
*2400 - MOCA		
Wichita Falls, Tex. VOR	Bray INT,Okla.	
Via E alter.	Via E alter.	*2800
*2500 - MOCA		
Bray INT,Okla.	*Blanchard INT,Okla.	
Via E alter.	Via E alter.	**2800
*2800 - MRA		
**2400 - MOCA		
Blanchard INT, Okla.	Oklahoma City,Okla. VOR	
Via E alter.	Via E alter.	2400
Oklahoma City, Okla VOR	Ponca City, Okla. VOR	3100
Ponca City,Okla.	*Milton INT,Kans.	**4000
*4000 - MRA		
**2500 - MOCA		
Milton INT,Kans.	Wichita,Kans.VOR	2900
*Wichita,Kans.VOR	Topeka,Kans.VOR	3000
*3000 - MCA Wichita VOR, NE-bound		

VOR CIVIL AIRWAY 77 - cont'd.

FROM	TO	MEA
Topeka, Kans. VOR	St.Joseph, Mo. VOR	2400
St. Joseph,Mo. VOR	Lamoni, Iowa VOR	2400
Lamoni, Iowa VOR	*Osceola INT,Iowa	2300
*4300 - MRA		
Osceola INT, Iowa	Des Moines, Iowa VOR	2300

§610.6078 VOR CIVIL AIRWAY 78

FROM	TO	MEA
Huron, S.D. VOR	Watertown, S.D. VOR	3000
via S alter.	via S alter.	*3100
*3000 - MOCA		
Watertown,S.D.VOR	Madison INT,Minn.	*3700
*3000 - MOCA		
Madison INT,Minn.	Litchfield INT, Minn.	*6600
*2300 - MOCA		
Litchfield INT, Minn.	Minneapolis,Minn. VOR	*3000
*2300 - MOCA		

§610.6079 VOR CIVIL AIRWAY 79

FROM	TO	MEA
Culberson, Tex. VOR	Arno INT, Tex.	6300
Arno INT, Tex.	Wink, Tex. VOR	*4300
*3800 - MOCA		
Wink, Tex. VOR	Hobbs, N.Mex. VOR	5000
Hobbs, N.Mex. VOR	Lubbock, Tex. VOR	5500

§610.6080 VOR CIVIL AIRWAY 80

FROM	TO	MEA
Sioux Falls, S.D. VOR	Redwood Falls, Minn. VOR	*3000
via S alter.	via S alter.	*3000
*2800 - MOCA		

§610.6081 VOR CIVIL AIRWAY 81

FROM	TO	MEA
Midland,Tex.VOR	Mustang INT,Tex.	4000
Mustang INT,Tex.	*Pat INT,Tex.	4000
*5800 - MRA		
Pat INT,Tex.	Lubbock,Tex.VOR	5100
Lubbock, Tex. VOR	Amarillo, Tex. VOR	5500
via E alter.	via E alter.	5500

§610.6082 VOR CIVIL AIRWAY 82

FROM	TO	MEA
Minneapolis, Minn. VOR	Rochester, Minn. VOR	2800
Rochester, Minn. VOR	LaCrosse, Wis. VOR	2600
Minneapolis, Minn. VOR	Lakeville INT, Minn.	
via S alter.	via S alter.	2500
Lakeville INT, Minn.	Rochester, Minn. VOR	
via S alter.	via S alter.	2800
Rochester, Minn. VOR	LaCrosse, Wis. VOR	
via S alter.	via S alter.	2500

§610.6083 VOR CIVIL AIRWAY 83

FROM	TO	MEA
Carlsbad, N.Mex. VOR	Roswell, N.Mex. VOR	5000
Roswell, N.Mex. VOR	Corona, N.Mex. VOR	9000
via E alter.	via E alter.	9000
Corona, N.Mex. VOR	Otto, N.Mex. VOR	10,000
Otto, N.Mex. VOR	Santa Fe, N.Mex. VOR	10,000

§610.6084 VOR CIVIL AIRWAY 84

FROM	TO	MEA
Bradford, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Chicago, Midway Arpt Ill. TVOR	2000
Wheeling,Ill.VOR	*Papi INT,Ill.	**2500
*2500 - MRA		
**2000 - MOCA		
Papi INT,Ill.	Pullman,Mich.VOR	2000
Pullman, Mich. VOR	Lansing, Mich. VOR	2300
Lansing,Mich.VOR	Selfridge,Mich. VOR	2900
Selfridge,Mich. VOR	U.S.Canadian Border	2500
U.S. Canadian Border	Buffalo,N.Y. VOR	2100

§610.6085 VOR CIVIL AIRWAY 85

FROM	TO	MEA
Rock River,Wyo. VOR	*Casper,Wyo.VOR	11000
Via W alter.	Via W alter.	11000
*9500 - MCA Casper VOR, S-bound		

§610.6086 VOR CIVIL AIRWAY 86

FROM	TO	MEA
Butte,Mont.VOR	*Whitehall,Mont. VOR	10000
*9100 - MCA Whitehall VOR, W-bound		
Whitehall,Mont. VOR	Bozeman,Mont.VOR	9000

§610.6087 VOR CIVIL AIRWAY 87

FROM	TO	MEA
Gila Bend, Ariz. VOR	Hassayampa, Ariz. VOR	5000

§610.6088 VOR CIVIL AIRWAY 88

FROM	TO	MEA
Tulsa, Okla. VOR	White Oak INT, Okla.	2300
White Oak INT, Okla.	*Waco INT, Mo.	**6500
*6500 - MRA		
**2600 - MOCA		
Waco INT, Mo.	Avilla INT,Mo.	*6500
*2600 - MOCA		
Avilla INT, Mo.	Springfield,Mo. VOR	2600
White Oak INT, Okla.	Joplin, Mo. LOM	#*3900
#Utilizing Joplin LOM		
*2600 - MOCA		

VOR CIVIL AIRWAY 88 - cont'd.

FROM	TO	MEA
Joplin, Mo.LCM #Utilizing Joplin LCM	Avilla INT,Mo.	#2600
Springfield, Mo. VOR	*Conway INT, Mo.	2500
*Conway INT,Mo. *4700 - MRA	Vichy, Mo.VOR	2600
Vichy, Mo.VOR *3000 - MRA **2500 - MOCA	*Crystal City INT, Mo.	**3000

§610.6089 VOR CIVIL AIRWAY 89

FROM	TO	MEA
Denver,Colo.VOR	Cheyenne,Wyo.VOR	7500
Denver,Colo.VOR Via E alter.	Gill INT,Colo. Via E alter.	7500
Gill INT,Colo. Via E alter.	Hereford INT,Wyo. Via E alter.	7500
Hereford INT,Wyo. Via E alter.	Cheyenne,Wyo.VOR Via E alter.	7300
Cheyenne, Wyo. VOR via E alter.	Scottsbluff INT, Nebr. via E alter.	7300
Scottsbluff INT, Nebr. via E alter.	Chadron, Nebr. VOR via E alter.	6500
Cheyenne, Wyo. VOR *8000 - MRA	*Porter INT, Nebr.	7300
*Porter INT, Nebr. *8000 - MRA	Chadron, Nebr. VOR	7300
Chadron, Nebr. VOR via E alter.	Rapid City, S.D. VOR via E alter.	5600 5600

§610.6090 VOR CIVIL AIRWAY 90

FROM	TO	MEA
Litchfield,Mich. VOR	Windsor,Ont. Canada VOR	2300

§610.6091 VOR CIVIL AIRWAY 91

FROM	TO	MEA
Idlewild,N.Y.VOR *1500 - MOCA	Syosset INT,N.Y.	*2000
Syosset INT,N.Y.	Wilton,Conn.VOR	1600
Wilton, Conn. VOR	Poughkeepsie, N. Y. VOR	3000
Poughkeepsie, N. Y. VOR	Albany, N. Y. VOR	3000
Poughkeepsie, N.Y. VOR Via W alter.	Albany,N.Y.VOR Via W alter.	5000
Poughkeepsie, N.Y. VOR Via E alter.	Brainard INT,N.Y. Via E alter.	4000
Brainard INT,N.Y. Via E alter.	Albany,N.Y.VOR Via E alter	3000
Albany,N.Y.VOR	Keesville INT,N.Y.	6000
*Keesville INT, N.Y.	Plattsburg,N.Y. VOR	3000
*4000 - MCA Keesville INT, S-bound		
Glens Falls INT, N.Y.	Albany,N.Y.VOR S-bound only	3000

VOR CIVIL AIRWAY 91 - cont'd.

FROM	TO	MEA
Keesville INT, N. Y.	Plattsburg,N.Y. VOR N-bound	4000
Plattsburg,N.Y. VOR	U.S. Canadian Border	1500

§610.6092 VOR CIVIL AIRWAY 92

FROM	TO	MEA
Chicago Hgts., Ill. VOR	Wheeler INT, Ind.	2000
Wheeler INT, Ind.	Goshen, Ind. VOR	2100
Goshen, Ind. VOR	Bryan INT, Ohio	3000
Bryan INT, Ohio	Waterville, Ohio VOR	2000
Waterville, Ohio VOR	Republic INT, Ohio	2000
Republic INT, Ohio	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR *4000 - MRA	*Mt. Hope INT, Ohio	2500
Mt. Hope INT, Ohio	Bergholz INT, Ohio	2500
Bergholz INT, Ohio	Pittsburgh, Pa. VOR	2700
Pittsburgh, Pa. VOR *4000 - MCA Connellsville INT, SE-bound	*Connellsville INT, Pa.	3000
Connellsville INT, Pa. *5000 - MOCA	Front Royal, Va. VOR	*6000
Front Royal, Va. VOR	Plains INT, Va.	4000
Plains INT, Va.	Springfield, Va. LF/RBN	3000
Springfield, Va. LF/RBN	Washington, D. C. TVOR	1800

§610.6093 VOR CIVIL AIRWAY 93

FROM	TO	MEA
Riverdale,Md. LF/RBN	Baltimore,Md.VOR	1600
Baltimore,Md.VOR	Norris INT,Pa.	2000
Norris INT,Pa. *2000 - MOCA	Lancaster INT,Pa.	*3000
Lancaster INT, Pa.	Allentown, Pa. VOR	2500
Allentown, Pa. VOR	Wilkes-Barre Scranton,Pa.VOR	3500
Wilkes-Barre Scranton, Pa. VOR	Eddy INT, N.Y.	4500
Eddy INT,N.Y.	Albany,N.Y.VOR	5500
Albany, N.Y.VOR	Greenfield INT, Mass.	5500
Grafton,N.Y. FM	Albany, N.Y. VOR W-bound only	3000
*Greenfield INT, Mass.	Concord,N.H. VOR	5000
*5500 - MCA Greenfield INT, W-bound		
Concord,N.H.VOR	Hiram INT,Me.	4000
Hiram INT, Me.	Augusta, Me. VOR	3000
Augusta, Me. VOR	Bangor, Me. VOR	2300
Bangor,Me.VOR	Princeton,Me.VOR	2500
Princeton,Me.VOR	Houlton,Me.VOR	2500
Houlton, Me. VOR	Presque Isle, Me. VOR	2700

§610.6094 VOR CIVIL AIRWAY 94

FROM	TO	MEA
*Salt Flat,Tex. VOR *9800 - MCA Salt Flat VOR, NE-bound	Carlsbad,N.Mex. VOR	10800
*Carlsbad,N.Mex. VOR *8100 - MCA Carlsbad VOR,SW-bound	Hobbs,N.Mex.VOR	5000
Abilene,Tex.VOR	Cisco INT,Tex.	3100
Cisco INT,Tex. *3500 - MRA **2800 - MOCA	*Mill INT,Tex.	**6500
Mill INT,Tex. *2300 - MOCA	Joshua INT,Tex.	*3500
Joshua INT,Tex.	Britton,Tex.VOR	2000
Britton,Tex.VOR	Waxahachie INT, Tex.	2600
Waxahachie INT, Tex. *4000 - MRA	*Kemp INT,Tex.	1900
Kemp INT,Tex. *2300 - MOCA	Gregg Co.,Tex.VOR	*4000

§610.6095 VOR CIVIL AIRWAY 95

FROM	TO	MEA
*Phoenix,Ariz.VOR	Verde River INT,Ariz. N-bound S-bound	11000 7500
*7000 - MCA Phoenix VOR, NE-bound		
Verde River INT, Ariz.	Winslow,Ariz.VOR	11000

§610.6096 VOR CIVIL AIRWAY 96

FROM	TO	MEA
Lafayette,Ind.VOR	Radnor INT,Ind.	2300
Radnor INT,Ind.	Ft.Wayne,Ind.VOR	2200
Ft. Wayne, Ind. VOR	*Antwerp INT, Ohio	2600
*Antwerp INT, Ohio *2600-MCA Antwerp INT, SW-bound	Waterville, Ohio VOR	2000

§610.6097 VOR CIVIL AIRWAY 97

FROM	TO	MEA
Miami, Fla. VOR	Cypress INT, Fla.	1300
Cypress INT, Fla. *1100 - MOCA	Seminole INT,Fla.	*2500
Seminole INT, Fla. *5000 - MRA **1200 - MOCA	*La Belle INT, Fla.	**5000
La Belle INT, Fla. *2500 - MRA **1200 - MOCA	*Arcadia INT, Fla.	**5000
Arcadia INT, Fla. *1200 - MOCA	Parish INT, Fla.	*2500
Parish INT, Fla.	Tampa, Fla. VOR	1500
Tampa,Fla.VOR *2000 - MRA **1200 - MOCA	*Crystal INT,Fla.	**1500
Crystal INT,Fla. *6000 - MRA **1000 - MOCA	*Shrimp INT,Fla.	**1500
Shrimp INT,Fla. *1000 - MOCA	Scallop INT,Fla.	*4000

VOR CIVIL AIRWAY 97 - cont'd.

FROM	TO	MEA
Scallop INT,Fla. *1000 - MOCA	Lobster INT,Fla.	*6000
Lobster INT, Fla. *2000 - MRA **1000 - MOCA	*St. Marks INT, Fla.	**2000
St. Marks INT, Fla.	Tallahassee, Fla. VOR	1500
Tampa,Fla.VOR Via E alter. *2000 - MRA **1300 - MOCA	*Hudson INT,Fla. Via E alter.	**1500
Hudson INT,Fla. Via E alter. *1200 - MOCA	Cross City,Fla.VOR Via E alter.	*2500
Cross City,Fla. VOR Via E alter.	Tallahassee,Fla. VOR Via E alter.	1500
Tallahassee, Fla. VOR	Albany, Ga. VOR	1500
Albany,Ga.VOR *3000 - MRA **1600 - MOCA	*Junction City INT,Ga.	**3500
Junction City INT,Ga. *2200 - MOCA	Concord INT,Ga.	*2800
Concord INT,Ga. *2000 - MOCA	Atlanta,Ga.VOR	*2500
Atlanta,Ga.VOR *5500 - MCA Nelson INT, N-bound	*Nelson INT,Ga.	3000
Nelson INT,Ga. *5500 - MOCA	Murphy INT,N.C.	*7000
Murphy INT,N.C.	*Tallassee INT, Tenn.	7600
*Tallassee INT, Tenn. *7000 - MCA Tallassee INT, S-bound	Knoxville,Tenn. VOR	4500
Atlanta,Ga.VOR Via E alter.	Norcross,Ga.VOR Via E alter.	3000
Norcross,Ga.VOR Via E alter.	Silver City INT,Ga. Via E alter.	3000
Silver City INT, Ga. Via E alter.	Harris INT,N.C. Via E alter.	6800
Harris INT,N.C. Via E alter. *7000 - MCA Rasar INT, S-bound	*Rasar INT,Tenn. Via E alter.	7600
*Rasar INT,Tenn. Via E alter. *7000 - MCA Rasar INT, S-bound	Knoxville,Tenn.VOR Via E alter.	5000
Knoxville, Tenn. VOR	Norris INT, Tenn.	3000
Norris INT, Tenn.	Richmond INT, Ky.	5000
Richmond INT, Ky.	Lexington, Ky. VOR	3100
Lexington, Ky. VOR *3000 - MRA	*Georgetown INT, Ky.	2500
Georgetown INT, Ky. *2800 - MRA	*Dry Ridge INT, Ky.	2500
Dry Ridge INT, Ky.	Cincinnati, Ohio VOR	2000
Cincinnati, Ohio VOR	*Acton INT, Ind.	2500

VOR Civil Airway 97 - cont'd.

FROM	TO	MEA
*Acton INT, Ind.	Indianapolis, Ind. VOR	2200
*4000 - MRA		
Cincinnati, Ohio VOR via W alter.	Indianapolis, Ind. VOR via W alter.	2300
Cincinnati, Ohio VOR via E alter.	Rushville INT, Ohio via E alter.	2300
Rushville INT, Ohio via E alter.	Indianapolis, Ind. VOR via E alter.	2900
Indianapolis, Ind. VOR	Radnor INT, Ind.	2100
Radnor INT, Ind. *2000 - MOCA	Newland INT, Ind.	*3700
Newland INT, Ind.	Chicago Hgts. Ill. VOR	2000
Chicago Hgts, Ill. VOR	City INT, Ill.	2000
City INT, Ill. *3600 - MRA **2500 - MOCA	*Lake Forest INT, Ill.	**3000
Lake Forest INT, Ill. *2100 - MOCA	Fox Lake INT, Ill.	*3600
Fox Lake INT, Ill. *2000 - MOCA	Woodstock INT, Ill.	*2500
Woodstock INT, Ill.	Janesville, Wis. VOR	2400
Janesville, Wis. VOR	Lone Rock, Wis. VOR	3100
Janesville, Wis. VOR via W alter.	Argyle INT, Wis. via W alter.	2200
Argyle INT, Wis. via W alter.	Lone Rock, Wis. VOR via W alter.	2400
Lone Rock, Wis. VOR	La Crosse, Wis. VOR	2600
La Crosse, Wis. VOR *3000 - MRA	*Wabasha INT, Wis.	2600
Wabasha INT, Wis.	Diamond Bluff INT, Wis.	2600
Diamond Bluff INT, Wis.	Minneapolis, Minn. ILS loc.	2400
Minneapolis, Minn. ILS loc.	Hamel INT, Minn.	2500
Hamel INT, Minn.	*St. Nicholas INT, Minn.	3000
*St. Nicholas INT, Minn. *3600 - MRA	Alexandria, Minn. VOR	2500

§610.6098 VOR CIVIL AIRWAY 98

FROM	TO	MEA
Ft. Wayne, Ind. VOR	Pulaski INT, Ohio	2600
Pulaski INT, Ohio *2300 - MOCA	Ogden INT, Mich.	*2600
Ogden INT, Mich.	Carleton, Mich. VOR	2000

VOR CIVIL AIRWAY 98 - cont'd.

FROM	TO	MEA
Carleton, Mich. VOR	U.S. Canadian Border	2300
U.S. Canadian Border	Massena, N.Y. VOR	2000
Massena, N.Y. VOR	U.S. Canadian Border	2000

Section 610.6099 VOR Civil Airway 99

FROM	TO	MEA
Newport, Ore. VOR	Newberg, Ore. VOR	5500
Newberg, Ore. VOR	Winlock INT, Wash.	5000
Winlock INT, Wash.	Olympia, Wash. VOR N-bound	4000
	S-bound	5000
Olympia, Wash. VOR	Rosedale INT, Wash.	3000
Rosedale INT, Wash.	Port Madison INT, Wash.	5500
Port Madison INT, Wash. *6300 - MCA Tulalip INT, SW-bound	*Tulalip INT, Wash.	6300
Tulalip INT, Wash.	Bellingham, Wash. VOR	4000
Bellingham, Wash. VOR	Vancouver, B.C. LFR	*2000

*For that airspace over U.S. territory

§610.6100 VOR CIVIL AIRWAY 100

FROM	TO	MEA
North Platte, Nebr. VOR *4300 - MOCA	Sioux City, Iowa VOR	*10000
Sioux City, Iowa VOR *2800 - MOCA	Alden INT, Iowa	*7000
Alden INT, Iowa *2300 - MOCA	Waterloo, Iowa VOR	*3000
Waterloo, Iowa VOR *3100 - MOCA	Polo, Ill. VOR	*4700
Wheeling, Ill. VOR *3500 - MRA	*White Fish INT, Ill.	2000
White Fish INT, Ill.	Keeler, Mich. VOR	2000
Keeler, Mich. VOR *2500 - MRA **2100 - MOCA	*LeRoy INT, Mich.	**2500
LeRoy INT, Mich. *5200 - MRA **2300 - MOCA	*Jackson INT, Mich.	**5200
Jackson INT, Mich. *2400 - MOCA	Salem, Mich. VOR	*5200
*LeRoy INT, Mich. *2500 - MRA #Utilizing Jackson LF/RBN	Salem, Mich. VOR	#2500

§610.6101 VOR CIVIL AIRWAY 101

FROM	TO	MEA
Ogden, Utah VOR	Hansels INT, Utah NW-bound	9000
	SE-bound	11,000
Hansels INT, Utah	*Burley, Idaho VOR	11,500

*10,000 - MCA Burley VOR, SE-bound

§610.6102 VOR CIVIL AIRWAY 102

FROM	TO	MEA
Lubbock, Tex. VOR	Guthrie, Tex. VOR	4500
Guthrie, Tex. VOR	Wichita Falls, Tex. VOR	3000

§610.6103 VOR CIVIL AIRWAY 103

FROM	TO	MEA
Elkins, W. Va. VOR	Clarksburg INT, W. Va.	5000
Clarksburg INT, W. Va.	Wheeling, W. Va. VOR	3000
Wheeling, W. Va. VOR	Bergholz INT, Ohio	3000
Bergholz INT, Ohio	Wilmot INT, Ohio	2500
Wilmot INT, Ohio	Cleveland, Ohio VOR	2500

§610.6104 VOR CIVIL AIRWAY 104

FROM	TO	MEA
U. S. Canadian Border VOR	Massena, N. Y. VOR	1500
Massena, N. Y. VOR	Plattsburg, N. Y. VOR	4700

§610.6105 VOR CIVIL AIRWAY 105

FROM	TO	MEA
Phoenix, Ariz. VOR	Prescott, Ariz. VOR	10,000
Rock Springs INT, Ariz.	Phoenix, Ariz. VOR S-bound only	7500
Phoenix, Ariz. VOR	Prescott, Ariz. VOR	10000
Phoenix, Ariz. VOR Via E alter.	Knob INT, Ariz. Via E alter. N-bound	8000
	S-bound	6500
Knob INT, Ariz. Via E alter.	Ranch INT, Ariz. Via E alter.	8000
Ranch INT, Ariz. Via E alter.	Prescott, Ariz. VOR Via E alter.	9000
Prescott, Ariz. VOR	Las Vegas, Nev. VOR	11000

§610.6106 VOR CIVIL AIRWAY 106

FROM	TO	MEA
Charleston, W. Va. VOR	Walnut Grove INT, W. Va.	3000
Walnut Grove INT, W. Va. *5000 - MRA **3000 - MOCA	*Clara INT, W. Va.	**4000
Clara INT, W. Va. *3000 - MOCA	Benson INT, W. Va.	*4000
Benson INT, W. Va.	Morgantown, W. Va. VOR via N alter.	4000
Morgantown, W. Va. VOR via N alter.	Johnstown, Pa. VOR via N alter.	5000
Johnstown, Pa. VOR	Philipsburg, Pa. VOR	4500
Philipsburg, Pa. VOR	Selingsgrove, Pa. VOR	4000
Selingsgrove, Pa. VOR	Wilkes-Barre Scranton, Pa. VOR	4000
Wilkes-Barre Scranton, Pa. VOR	Poughkeepsie, N. Y. VOR	4000

VOR CIVIL AIRWAY 106 - cont'd.

FROM	TO	MEA
Poughkeepsie, N. Y. VOR	Gardner, Mass. VOR	3500
Gardner, Mass. VOR	Hudson INT, N.H.	3000
Hudson INT, N.H.	Kennebunk, Me. VOR	2000

§610.6107 VOR CIVIL AIRWAY 107

FROM	TO	MEA
*Los Angeles, Calif. VOR *3000 - MCA Los Angeles VOR, NW-bound	Fillmore, Calif. VOR	5000
Shoreline INT, Calif.	Los Angeles, Calif. VOR SE-bound only	3000
*Fillmore, Calif. VOR	Hines INT, Calif. N-bound	11000
	S-bound	7000
*9000 - MCA Fillmore VOR, N-bound		
Hines INT, Calif.	Pinos INT, Calif. N-bound	11000
	S-bound	9500
Pinos INT, Calif. *9500 - MCA Maricopa INT, SE-bound	*Maricopa INT, Calif.	11000
Maricopa INT, Calif.	McKettrick INT, Calif. NW-bound	6000
	SE-bound	11000
McKettrick INT, Calif.	Coalinga, Calif. VOR	6000
Coalinga, Calif. VOR *2500 - MCA Oakland VOR, SE-bound	*Oakland, Calif. VOR	7000
Larry INT, Calif.	Mt. Hamilton INT, Calif. N-bound only	6500
Mt. Hamilton INT, Calif.	Mt. Day INT, Calif. N-bound only	6000
Mt. Day INT, Calif.	Mission INT, Calif. N-bound only	5000
Mission INT, Calif.	Oakland, Calif. VOR N-bound only	3500
Oakland, Calif. VOR *8500 - MRA	*Geyserville INT, Calif.	6000
Geyserville INT, Calif.	Ukiah, Calif. VOR	6000
Ukiah, Calif. VOR	Red Bluff, Calif. VOR	9000

§610.6109 VOR CIVIL AIRWAY 109

FROM	TO	MEA
Paso Robles, Calif. VOR	Coalinga, Calif. VOR	7000
*Coalinga, Calif. VOR *5000 - MCA Coalinga VOR, SW-bound	Fresno, Calif. VOR	3000

§610.6110 VOR CIVIL AIRWAY 110

FROM	TO	MEA
INT San Francisco rad. 218 T & Salinas rad. 319 T. VOR	San Francisco, Calif. VOR	5000
San Francisco, Calif. VOR	INT San Francisco rad. 038 T & Modesto rad. 273 T. VOR	5000

§610.6111 VOR CIVIL AIRWAY 111

FROM	TO	MEA
Salinas, Calif. VOR	INT 094 rad. San Francisco & 032 rad. Salinas VOR	*7000

*5500 - MOCA

§610.6112 VOR CIVIL AIRWAY 112

FROM	TO	MEA
*Portland,Ore.VOR	The Dalles,Ore.VOR	7000
*4700 - MCA Portland VOR, E-bound		
The Dalles, Ore. VOR	Pendleton, Ore. VOR	4000
Pendleton, Ore. VOR	Lamar INT, Wash.	4000
Lamar INT,Wash.	Spokane,Wash.VOR	5000

§610.6113 VOR CIVIL AIRWAY 113

FROM	TO	MEA
Paso Robles, Calif. VOR	Los Banos INT, Calif.	7000
*Los Banos INT, Calif. VOR	Modesto, Calif. VOR	3000
*7000 - MCA Los Banos INT, S-bound		
*Modesto, Calif. VOR	**West Point INT, Calif.	8000
*4000 - MCA Modesto VOR, NE-bound		
**10,000 - MCA West Point INT, NE-bound		
West Point INT, Calif.	*Reno, Nev. VOR	13,000
*10,500 - MCA Reno, Nev. VOR, SW-bound		

§610.6114 VOR CIVIL AIRWAY 114

FROM	TO	MEA
Pueblo, Colo. VOR	Purgatoire INT, Colo.	7500
Purgatoire INT, Colo.	Clayton INT, Tex.	*10,000
*8900 - MOCA		
Clayton INT,Tex.	Dalhart,Tex.VOR N-bound	*10000
	S-bound	*7200
*6200 - MOCA		
Dalhart,Tex.VOR	Amarillo,Tex.VOR	5300
Amarillo,Tex.VOR	Childress,Tex.VOR	5000
Dalhart,Tex.VOR Via N alter.	Amarillo,Tex.VOR Via N alter.	5200
Amarillo,Tex.VOR Via S alter.	Childress,Tex.VOR Via S alter.	4700
Childress, Tex. VOR	Wichita Falls, Tex. VOR	3100
Wichita Falls, Tex.VOR	Alvord INT,Tex.	2600
Alvord INT,Tex. *2000 - MOCA	Denton INT,Tex.	*3000
Denton INT,Tex.	Dallas,Tex.VOR	2000
Dallas,Tex.VOR *4000 - MRA	*Kemp INT,Tex.	2000
Kemp INT,Tex. *2300 - MOCA	Gregg Co.,Tex.VOR	*4000
Dallas,Tex.VOR Via N alter.	Quitman,Tex.VOR Via N alter.	2000
Quitman,Tex.VOR Via N alter.	Gregg Co.,Tex.VOR Via N alter.	1800
Gregg County, Tex. VOR	*Converse INT, La.	**3400

VOR CIVIL AIRWAY 114 - cont'd.

FROM	TO	MEA
*Converse INT, La.	Alexandria, La. VOR	**3400
*3400 - MRA		
**1700 - MOCA		
Gregg County, Tex. VOR Via N alter.	Shreveport, La. VOR Via N alter.	2400
Shreveport, La. VOR via N alter.	*Converse INT, La. via N alter.	**3000
*Converse INT, La. via N alter.	Alexandria, La. VOR via N alter.	**3400
*3400 - MRA		
**1700 - MOCA		
Alexandria,La.VOR	Baton Rouge,La.VOR	1300
Baton Rouge, La. VOR	New Orleans, La. VOR	2000

§610.6115 VOR CIVIL AIRWAY 115

FROM	TO	MEA
Crestview, Fla. VOR	Andalusia INT, Ala.	1500
Andalusia INT, Ala.	Montgomery, Ala. VOR	2500
Montgomery, Ala. VOR	Birmingham, Ala. VOR	2800
Birmingham, Ala. VOR	Chattanooga, Tenn. VOR	4000
Chattanooga,Tenn. VOR	Knoxville,Tenn. VOR	3000
Knoxville,Tenn. VOR	Rutledge INT,Tenn.	3500
Rutledge INT, Tenn. *4000 - MRA	*Whirlwind INT, W. Va.	6000
Whirlwind INT, W. Va.	Charleston,W.Va. VOR	3500

§610.6116 VOR CIVIL AIRWAY 116

FROM	TO	MEA
Kansas City, Mo. VOR	Excelsior INT, Mo.	2400
Excelsior INT,Mo. *2400 - MOCA	Tina INT, Mo.	*3000
Tina INT, Mo. *2000 - MOCA	Excello INT, Mo.	*5000
Excello INT, Mo. *2000 - MOCA	Warren INT, Mo.	*2500
Warren INT, Mo.	Quincy, Ill. VOR	2000
Quincy, Ill.VOR	Peoria, Ill.VOR	2000
Peoria, Ill.VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Naperville, Ill. VOR	2000
Naperville,Ill. VOR	Beacon INT,Ill.	2500
Beacon INT,Ill.	Keeler,Mich.VOR	2000
Keeler,Mich.VOR *2500 - MRA	*LeRoy INT,Mich.	**2500
**2100 - MOCA		
LeRoy INT,Mich. *5200 - MRA	*Jackson INT,Mich.	**5200
**2300 - MOCA		
Jackson INT,Mich. *2400 - MOCA	Salem,Mich.VOR	*5200

VOR CIVIL AIRWAY 116 - cont'd.

FROM	TO	MEA
*LeRoy INT,Mich.	Salem,Mich.VOR	#2500
*2500 - MRA		
#Utilizing Jackson LF/RBN		
Salem,Mich.VOR	Midcraft INT,Mich.	2000
Midcraft INT, Mich.	Windsor,Ont. Canada VOR	#2300
#For that airspace over U.S. Territory		
Windsor,Ont. Canada VOR	Tilbury INT,Ont. Canada	#2000
#For that airspace over U.S. Territory		
Tilbury INT,Ont. Canada	Blue Pike INT,Pa.	2000
Blue Pike INT,Pa.	Erie,Pa. VOR	2300
Erie, Pa. VOR	Bradford, Pa. VOR	4000
Bradford, Pa. VOR	Stonyfork INT, Pa.	4500
Stonyfork INT,Pa. *5000 - MRA	*Grover INT, Pa.	**5000
**4500 - MOCA		
Grover INT, Pa. *4500 - MOCA	Colley INT, Pa.	*5000
Colley INT, Pa.	Wilkes-Barre Scranton, Pa. VOR	4500
Wilkes-Barre Scranton,Pa.VOR	Branchville INT, N. J.	3500
Branchville INT, N. J.	Paterson INT,N.J.	3000

§610.6117 VOR CIVIL AIRWAY 117

FROM	TO	MEA
El Centro,Calif. LFR	*Wister INT,Calif.	3000
*4000 - MCA Wister INT, NW-bound		
Wister INT, Calif.	Thermal, Calif. VOR	5000
*Thermal, Calif. VOR	**Daggett, Calif. VOR	12,000
*12,000 - MCA Thermal VOR, N-bound		
**10,000 - MCA Daggett VOR, S-bound		

§610.6118 VOR CIVIL AIRWAY 118

FROM	TO	MEA
Rock River, Wyo. VOR	Laramie, Wyo. VOR	11,000
Laramie,Wyo.VOR	*Cheyenne,Wyo.VOR	11000
*9000 - MCA Cheyenne VOR, W-bound		

§610.6119 VOR CIVIL AIRWAY 119

FROM	TO	MEA
Huntington, W. Va. LF/RBN	Parkersburg, W. Va. VOR	2500
Parkersburg, W. Va. VOR	Wheeling, W. Va. VOR	2600
Wheeling,W.Va.VOR	Graham INT,Pa.	2700
Graham INT,Pa.	Fitzgerald,Pa.VOR	3500
Fitzgerald,Pa.VOR	Bradford,Pa. VOR	4000

§610.6120 VOR CIVIL AIRWAY 120

FROM	TO	MEA
Mullen Pass,Mont. VOR	Charlo INT,Mont. E-bound	12700
	W-bound	10000
Charlo INT,Mont.	Augusta INT,Mont.	12700
Augusta INT,Mont.	Great Falls,Mont.VOR W-bound	12700
	E-bound	7000

VOR CIVIL AIRWAY 120 - cont'd.

FROM	TO	MEA
Augusta INT, Mont.	Great Falls,Mont.VOR E-bound only	7000
*Great Falls, Mont. VOR	Lewistown, Mont. VOR	9000
*6800 - MCA Great Falls VOR, E-bound		
Lewistown, Mont. VOR	Miles City, Mont. VOR	8000

§610.6121 VOR CIVIL AIRWAY 121

FROM	TO	MEA
North Bend, Ore. VOR	Eugene, Ore. VOR	8000

§610.6122 VOR CIVIL AIRWAY 122

FROM	TO	MEA
Crescent City, Calif. VOR	Medford, Ore. VOR	8000
Talent INT, Ore.	Klamath Falls, Ore. VOR	10,000

§610.6123 VOR CIVIL AIRWAY 123

FROM	TO	MEA
Woodstown,N.J.VOR	Echelon INT,N.J.	1500
Echelon INT,N.J.	Highstown INT, N.J.	*2500
*1500 - MOCA		
Highstown INT, N.J.	Walling INT,N.J.	*3500
*1500 - MOCA		
Walling INT,N.J.	Coney Island INT, N.Y.	*2500
*1500 - MOCA		
Coney Island INT, N.Y.	La Guardia,N.Y. ILS loc.	1500
La Guardia,N.Y. ILS loc.	New Rochelle INT, N.Y.	1500
New Rochelle INT,N.Y.	Wilton,Conn.VOR	2000

§610.6124 VOR CIVIL AIRWAY 124

FROM	TO	MEA
Burley, Idaho VOR	Pocatello, Idaho VOR	7000

§610.6125 VOR CIVIL AIRWAY 125

FROM	TO	MEA
Anthony, Kans. VOR	Hutchinson, Kans. VOR	2800

§610.6126 VOR CIVIL AIRWAY 126

FROM	TO	MEA
City INT, Ill.	Chicago Hgts., Ill. VOR	2000
Chicago Hgts., Ill. VOR	Wheeler INT, Ind.	2000
Wheeler INT, Ind.	Goshen, Ind. VOR	2100
Goshen, Ind. VOR	Bryan INT, Ohio	3000
Bryan INT, Ohio	Waterville, Ohio VOR	2000
Waterville, Ohio VOR	Cleveland, Ohio VOR	2000
Cleveland, Ohio VOR	Perry INT, Ohio	2500
Perry INT, Ohio	Kingsville INT, Pa.	2800

VOR CIVIL AIRWAY 126 - cont'd.

FROM	TO	MEA
Kingsville INT, Pa.	Erie, Pa. VOR	2000
Erie, Pa. VOR	Bradford, Pa. VOR	4000
Bradford, Pa. VOR	Stonyfork INT,Pa.	4500
Stonyfork INT,Pa. *5000 - MRA **4500 - MOCA	*Grover INT, Pa.	**5000
Grover INT, Pa. *4500 - MOCA	Colley INT, Pa.	*5000
Colley INT, Pa.	Wilkes-Barre Scranton, Pa. VOR	4500
Wilkes-Barre,Pa. VOR	Huguenot,N.Y.VOR	3500
Huguenot,N.Y.VOR	Wilton,Conn.VOR	2700

I610.6127 VOR CIVIL AIRWAY 127

FROM	TO	MEA
Livingston, Mont. VOR	Helena, Mont. VOR	11,000

I610.6128 VOR CIVIL AIRWAY 128

FROM	TO	MEA
Chicago, Midway Arpt. Ill. TVOR	Peotone, Ill. VOR	2300
Peotone,Ill.VOR	Lafayette,Ind.VOR	2000
Lafayette,Ind.VOR	Horton INT,Ind.	2300
Horton INT,Ind. *4000 - MRA **2300 - MOCA	*Maxwell INT,Ind.	**4000
Maxwell INT,Ind. *2300 - MOCA	Rushville INT,Ind.	*4000
Rushville INT, Ind.	Cincinnati,Ohio VOR	2300
Cincinnati, Ohio VOR via S alter.	York, Ky. VOR via S alter.	2500 2500
York, Ky. VOR	Charleston, W. Va. VOR	2500
Charleston, W. Va. VOR	Pulaski, Va. VOR	6000
Pulaski, Va. VOR	Abeam Cove INT, Va.	6000
Abeam Cove INT, Va.	Greensboro, N. C. VOR	3000
Greensboro, N. C. VOR	Raleigh, N. C. VOR	2500
Greensboro, N.C. VOR via S alter.	Moncure INT,N.C. via S alter.	2100
Moncure INT,N.C. via S alter.	Raleigh,N. C. VOR via S alter.	1600
Greensboro, N. C. VOR via N alter.	*Reid INT, N. C. via N alter.	2300
*Reid INT,N.C. via N alter. *3500 - MRA	Raleigh,N.C. VOR via N alter.	3500
Raleigh,N.C.VOR	LaGrange INT,N.C.	2500
LaGrange INT,N.C.	New Bern,N.C.VOR	1400

I610.6129 VOR CIVIL AIRWAY 129

FROM	TO	MEA
Polo, Ill. VOR	Argyle INT, Wis.	2200
Argyle INT, Wis.	Lone Rock, Wis. VOR	2400
Lone Rock,Wis. VOR	La Crosse,Wis. VOR	2600
La Crosse, Wis. VOR	Eau Claire, Wis. VOR	2700

I610.6130 VOR CIVIL AIRWAY 130

FROM	TO	MEA
Albany,N.Y.VOR	Brainard INT,N.Y.	3000
Brainard INT, N.Y.	Colebrook INT, Mass.	4000
Brainard INT,N.Y.	Albany,N.Y.VOR NW-bound only	3000
Colebrook INT, Mass.	Hartford, Conn. VOR	3000
Hartford, Conn. VOR	Norwich, Conn. VOR	2000
Norwich,Conn.VOR	Lafayette INT,R.I.	1600

I610.6131 VOR CIVIL AIRWAY 131

FROM	TO	MEA
Emporia,Kans.VOR *2800 - MRA **2500 - MOCA	*Pomona INT,Kans.	**2800
Pomona INT,Kans.	Topeka,Kans.VOR	2300

I610.6132 VOR CIVIL AIRWAY 132

FROM	TO	MEA
Cheyenne,Wyo.VOR	Akron,Colo.VOR	7300
Akron,Colo.VOR	Goodland,Kans.VOR	5800
Goodland,Kans.VOR	Great Bend INT, Kans.	*8500
*5000 - MOCA		
Great Bend INT, Kans.	Sterling INT, Kans.	*4500
*3300 - MOCA		
Sterling INT, Kans.	Hutchinson, Kans. VOR	
	SE-bound	3000
	NW-bound	4000

I610.6133 VOR CIVIL AIRWAY 133

FROM	TO	MEA
Parkersburg, W. Va. VOR	Mansfield, Ohio VOR	2500
Mansfield, Ohio VOR	Peru INT, Ohio	2500
Peru INT, Ohio *2000 - MOCA	Middle INT, Mich.	*2500
Middle INT, Mich.	Detroit River INT, Mich.	*2500
*2000 - MOCA		
Detroit River INT, Mich.	Salem, Mich. VOR	2300
Salem, Mich.VOR	Flint INT, Mich.	2600

I610.6134 VOR CIVIL AIRWAY 134

FROM	TO	MEA
Evergreen,Ala. VOR *3500 - MRA **2100 - MOCA	*Shady Grove INT, Ala.	**3500
Shady Grove INT, Ala. *2100 - MOCA	Columbus,Ga.VOR	*3500
Columbus,Ga.VOR *2400 - MRA	*Hamilton INT,Ga.	1800
Hamilton INT,Ga.	Atlanta,Ga. VOR	2400

I610.6135 VOR CIVIL AIRWAY 135

FROM	TO	MEA
Yuma,Ariz.VOR	Blythe,Calif.VOR	5000
Blythe,Calif.VOR	Needles,Calif.VOR	6000
Needles,Calif.VOR	Las Vegas,Nev.VOR	8000

I610.6136 VOR CIVIL AIRWAY 136

FROM	TO	MEA
Pulaski, Va. VOR	Wirtz INT, Va.	6500
Wirtz INT, Va.	Penhook INT, Va.	5000
Penhook INT, Va.	S. Boston, Va. VOR	3000
S. Boston, Va. VOR	Raleigh, N. C. VOR	2000

I610.6137 VOR CIVIL AIRWAY 137

FROM	TO	MEA
*Thermal,Calif. VOR *12000 - MCA Thermal VOR, NW-bound **12500 - MCA Arrowhead INT, SE-bound	**Arrowhead INT, Calif.	14000
Arrowhead INT, Calif. *11000 - MCA Palmdale VOR, SE-bound	*Palmdale,Calif. VOR	12000
*Palmdale,Calif. VOR	Victory INT,Calif. NW-bound	10000
	SE-bound	6000
*8000 - MCA Palmdale VOR, NW-bound		
Victory INT, Calif.	White Oaks INT, Calif.	10000
White Oaks INT, Calif. *12000 - MCA Maricopa INT, SE-bound	*Maricopa INT, Calif.	12000
Maricopa INT, Calif.	McKettrick INT,Calif. NW-bound	6000
	SE-bound	11000
McKettrick INT, Calif.	Coalinga,Calif. VOR	6000
Coalinga,Calif. VOR *7500 - MOCA	Benito INT,Calif.	*8500
Benito INT,Calif.	Salinas,Calif.VOR	6000

I610.6138 VOR CIVIL AIRWAY 138

FROM	TO	MEA
Rock River,Wyo. VOR	Cheyenne,Wyo.VOR	10500
*Cheyenne,Wyo.VOR *8500 - MCA Cheyenne VOR, W-bound	Sidney,Nebr.VOR	7300
Rock River, Wyo. VOR	Cheyenne,Wyo.VOR	
Via N alter.	Via N alter.	10500
Cheyenne,Wyo.VOR	Sidney,Nebr.VOR	7300
Via S alter.	Via S alter.	

I610.6139 VOR CIVIL AIRWAY 139

FROM	TO	MEA
Norwich, Conn. VOR	Lafayette INT, R.I.	1600
Lafayette INT, R.I.	Providence, R.I. ILS loc.	1500
Providence, R.I. ILS loc.	Boston, Mass. ILS loc.	2000

I610.6140 VOR CIVIL AIRWAY 140

FROM	TO	MEA
Amarillo,Tex.VOR	Sayre,Okla.VOR	4700
Sayre,Okla.VOR *4000 - MRA **3000 - MOCA	*Union INT,Okla.	**3200
Union INT,Okla. *3000 - MOCA	Oklahoma City, Okla. VOR	*3200
Amarillo,Tex.VOR Via N alter.	Sayre, Okla. VOR Via N alter.	4700
Sayre, Okla. VOR Via N alter. **3300 - MOCA	Oklahoma City, Okla. VOR Via N alter.	**3500
Oklahoma City, Okla. VOR	Drumright INT, Okla.	3700
Drumright INT, Okla.	Tulsa, Okla.VOR	3100
Tulsa, Okla.VOR	Salina INT,Okla.	2000
Salina INT,Okla.	Fayetteville, Ark. VOR	2600
Tulsa,Okla.VOR Via N alter. *2600 - MRA	*Chelsea INT,Okla. Via N alter.	2000
Chelsea INT, Okla. Via N alter.	Fayetteville, Ark. VOR Via N alter.	2600
Fayetteville, Ark. VOR	Flippin, Ark. VOR	3100
Flippin, Ark. VOR	Walnut Ridge, Ark. VOR	2100
Walnut Ridge, Ark. VOR	Dyersburg, Tenn. VOR	1700
Dyersburg,Tenn. VOR *3000 - MOCA	Nashville,Tenn. VOR	*3500
Dyersburg, Tenn. VOR via S alter.	Graham, Tenn. VOR via S alter.	2000
Graham, Tenn.VOR Via S alter.	Nashville,Tenn.VOR Via S alter.	3000
Nashville,Tenn. VOR *5000 - MRA **3400 - MOCA	*Hartsville INT, Tenn.	**5000
Hartsville INT, Tenn. *3400 - MOCA	Corbin,Ky.VAR	*5000
Corbin, Ky. VAR *4000 - MOCA	Daley INT, Ky.	*6000
Daley INT,Ky. *6000 - MOCA	Gap Mills INT, W. Va.	*8000
Gap Mills INT, W. Va.	Montebello,Va. VOR	6000

VOR CIVIL AIRWAY 140 - cont'd.

FROM	TO	MEA
Montebello,Va. VOR	*Casanova INT,Va.	6000
*4000 - MRA		
Casanova INT,Va.	Herndon, Va.VOR	3000
Baltimore,Md.VOR	Port Deposit INT, Md.	2000
Port Deposit INT, Md.	Woodstown,N.J.VOR	1600
Woodstown,N.J.VOR	Coyle,N.J.VOR	1500
Coyle,N.J.VOR	Idlewild,N.Y.VOR	1500

I610.6141 VOR CIVIL AIRWAY 141

FROM	TO	MEA
Nantucket, Mass. VOR	Boston, Mass. VOR	*3000
*1500 - MOCA		
Boston, Mass. VOR	Concord, N.H. VOR	2000
Concord, N.H. VOR	Lebanon, N.H. LF/RBN	5000
Lebanon, N.H. LF/RBN	Plattsburg, N.Y. VOR	6000

I610.6142 VOR CIVIL AIRWAY 142

FROM	TO	MEA
Erie,Pa.VOR	Buffalo,N.Y.VOR	4000
Buffalo, N.Y. VOR	Medina INT, N.Y.	2000
Medina INT, N.Y.	Rochester, N.Y. VOR	2000

I610.6143 VOR CIVIL AIRWAY 143

FROM	TO	MEA
Charlotte,N.C. VOR	*Bradley INT,N.C.	**2500
*3000 - MRA		
**2300 - MOCA		
Bradley INT,N.C.	Greensboro,N.C. VOR	*2500
*2300 - MOCA		
Charlotte, N.C. VOR	Mooresville INT, N. C.	
Via W alter.	Via W alter.	2300
Mooresville INT, N. C.	Greensboro, N. C. VOR	
Via W alter.	Via W alter.	3000
Greensboro, N.C. VOR	Penhook INT, Va.	3000
Penhook INT,Va.	Montebello,Va.VOR	6000
Front Royal, Va. VOR	Dawsonville INT, Va.	4000

I610.6144 VOR CIVIL AIRWAY 144

FROM	TO	MEA
Chicago, Midway Arpt. TVOR Ill.	Peotone, Ill. VOR	2300
Peotone, Ill. VOR	Thayer INT, Ind.	2000
Thayer INT,Ind.	Ft.Wayne,Ind.VOR	*4000
*2200 - MOCA		
Ft.Wayne,Ind.VOR	Findlay,Ohio VOR	2600
Findlay, Ohio VOR	Mansfield, Ohio VOR	2500
Mansfield,Ohio VOR	*Briar Hill INT, Ohio	2500
*4000 - MRA		
Briar Hill INT, Ohio	Baltic INT,Ohio	2500

VOR CIVIL AIRWAY 144 - cont'd.

FROM	TO	MEA
Baltic INT,Ohio	*Moorefield INT, Ohio	**3000
*3000 - MRA		
**2500 - MOCA		
*Moorefield INT, Ohio	Cameron INT, W.Va.	3000
*3000 - MRA		
Cameron INT, W.Va.	Morgantown, W.Va. VOR	4000
Morgantown, W.Va. VOR	Front Royal, Va. VOR	5000
Front Royal, Va. VOR	Plains INT, Va.	4000
Plains INT, Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington, D.C. TVOR	1800

I610.6145 VOR CIVIL AIRWAY 145

FROM	TO	MEA
Utica, N.Y. LFR	Watertown, N.Y. VOR	3000
Watertown, N.Y. VOR	U.S. Canadian Border VOR	2000

I610.6146 VOR CIVIL AIRWAY 146

FROM	TO	MEA
Wilkes-Barre Scranton,Pa.VOR	Huguenot,N.Y.VOR	3500
Huguenot,N.Y.VOR	Newburg INT,N.Y.	2500
Newburg INT,N.Y.	Poughkeepsie,N.Y. VOR	3000
Poughkeepsie, N.Y. VOR	Bradley INT, Conn.	3000
Bradley INT, Conn.	Woodstock INT, Conn.	*3500
*2500 - MOCA		

I610.6147 VOR CIVIL AIRWAY 147

FROM	TO	MEA
Philadelphia,Pa. ILS loc.	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Allentown,Pa.VOR	2500
Allentown, Pa. VOR	Crystal Lake, Pa. LF/RBN	3500
Crystal Lake, Pa. LF/RBN	Elmira, N.Y. VOR	4000
Elmira, N.Y. VOR	Burns INT, N.Y.	3500
Burns INT, N.Y.	Avon INT, N.Y.	3500
*Avon INT, N.Y.	Rochester, N.Y. VOR	2000
*3000 - MRA & 3000 - MCA Avon INT, S-bound		

I610.6148 VOR CIVIL AIRWAY 148

FROM	TO	MEA
Denver,Colo.VOR	Parker INT,Colo.	7000
Parker INT,Colo.	Kiowa, Colo.VOR	7700
Kiowa,Colo.VOR	Thurman,Colo.VOR	7200
Thurman,Colo.VOR	Int.077 rad.Akron, Colo.VOR & 224 rad. Imperial,Nebr.VOR	5900
Int.077 rad.Akron, Colo.&224 rad. Imperial,Nebr.VOR	Imperial,Nebr.VOR	5600
Imperial, Nebr. VOR	North Platte, Nebr. VOR	4500

I610.6149 VOR CIVIL AIRWAY 149

FROM	TO	MEA
Allentown, Pa. VOR	Crystal Lake, Pa. LF/RBN	3500
Crystal Lake, Pa. LF/RBN	Binghamton, N.Y. VOR	3500
Binghamton, N.Y. VOR	Sherrill INT, N.Y.	3500

I610.6150 VOR CIVIL AIRWAY 150

FROM	TO	MEA
San Francisco, Calif. TVOR	*Stinson Beach INT, Calif.	3000
*5500 - MCA Stinson Beach INT,NE-bound		
Stinson Beach INT, Calif.	Richmond INT, Calif.	5500
Richmond INT, Calif.	Elmira INT,Calif. NE-bound	3000
	SW-bound	4000
Elmira INT,Calif.	Sacramento,Calif. VOR	2000
Sacramento, Calif. VOR	*West Point INT, Calif.	
	E-bound	8000
	W-bound	5000
*10,000 - MCA West Point INT, NE-bound		
West Point INT, Calif.	*Reno, Nev. VOR	13,000
*10,500 - MCA Reno VOR, SW-bound		

I610.6151 VOR CIVIL AIRWAY 151

FROM	TO	MEA
Woonsocket INT, Mass.	*Millbury INT, Mass.	2000
*3000 - MCA Millbury INT, NW-bound		
Millbury INT, Mass.	Gardner, Mass. VOR	3000
Gardner, Mass. VOR	Keene, N.H. LF/RBN	4000

I610.6152 VOR CIVIL AIRWAY 152

FROM	TO	MEA
Tampa,Fla.VOR	Katy INT,Fla.	1500
Katy INT,Fla.	Orlando,Fla.VOR	1700
Tampa, Fla. VOR	Dade City INT,Fla.	
Via N alter.	Via N alter.	1500
Dade City INT,Fla.	Orlando, Fla. VOR	
Via N alter.	Via N alter.	*2500
*1700 - MOCA		
Tampa, Fla. VOR	Lakeland, Fla. VOR	
via S alter.	via S alter.	1900
Lakeland, Fla. VOR	Orlando, Fla. VOR	
via S alter.	via S alter.	1700
Orlando,Fla.VOR	Daytona Beach,Fla. VOR	1300

I610.6153 VOR CIVIL AIRWAY 153

FROM	TO	MEA
Caldwell,N.J.VOR	Stillwater,N.J.VOR	2500
Stillwater,N.J. VOR	Wilkes-Barre,Pa. VOR	3500
Wilkes-Barre,Pa. VOR	*Sidney INT,N.Y.	4000
*4500 - MRA		
Sidney INT,N.Y.	Syracuse,N.Y.VOR	*4500
*3500 - MOCA		

I610.6154 VOR CIVIL AIRWAY 154

FROM	TO	MEA
Meridian, Miss. VOR	Montgomery, Ala. VOR	*2000
*1600 - MOCA		
Montgomery, Ala. VOR	Columbus, Ga. VOR	2100
Montgomery, Ala. VOR	Kent INT, Ala.	
via N alter.	via N alter.	2000
Kent INT, Ala.	Columbus, Ga. VOR	
via N alter.	via N alter.	2000
Columbus,Ga.VOR	*Hamilton INT,Ga.	1800
*2400 - MRA		
Hamilton INT,Ga.	*Junction City INT, Ga.	**3000
*3000 - MRA		
**2400 - MOCA		
Junction City INT, Ga.	Macon,Ga.VOR	*3000
*2400 - MOCA		
Macon,Ga. VOR	*Dublin INT,Ga.	**2400
*4000 - MRA		
**1800 - MOCA		
Dublin INT,Ga.	*Lotts INT,Ga.	**4000
*4000 - MRA		
**1600 - MOCA		
Lotts INT,Ga.	Savannah,Ga.VOR	1400

I610.6155 VOR CIVIL AIRWAY 155

FROM	TO	MEA
Gordonsville, Va. VOR	*Casanova INT,Va.	3000
*4000 - MRA		
Casanova INT,Va.	Front Royal,Va. VOR	4000

I610.6156 VOR CIVIL AIRWAY 156

FROM	TO	MEA
Elkins, W.Va. VOR	Grottoes INT, Va.	7000
Grottoes INT, Va.	Gordonsville, Va. VOR	5000

I610.6157 VOR CIVIL AIRWAY 157

FROM	TO	MEA
Wilmington, N.C. VOR	LaGrange INT, N.C.	*2300
*1400 - MOCA		
LaGrange INT, N.C.	Rocky Mount,N.C. VOR	1400
Rocky Mount, N.C. VOR	Lawrenceville, Va. VOR	1300
Lawrenceville, Va. VOR	Richmond, Va. VOR	1500

I610.6159 VOR CIVIL AIRWAY 159

FROM	TO	MEA
Miami, Fla. VOR	New River INT, Fla.	1300
New River INT, Fla.	West Palm Beach, Fla. VOR	1200
West Palm Beach, Fla. VOR	Vero Beach,Fla. VOR	1200
Vero Beach, Fla. VOR	Orlando, Fla. VOR	1300
Orlando,Fla.VOR	*Ocala INT,Fla.	**2500
*4000 - MRA		
**1700 - MOCA		

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VOR CIVIL AIRWAY 159 - cont'd.

FROM	TO	MEA
Ocala INT,Fla.	Cross City,Fla. VOR	*3000
*1200 - MOCA		
Cross City,Fla. VOR	*Perry INT,Fla.	**3000
*2500 - MRA		
**1200 - MOCA		
Perry INT,Fla.	Greenville INT, Fla.	*3500
*1500 - MOCA		
Greenville INT, Fla.	*Quitman INT,Ga.	**3500
*3000 - MRA		
**1500 - MOCA		
Quitman INT,Ga.	Albany,Ga.VOR	*3000
*1500 - MOCA		

§610.6160 VOR CIVIL AIRWAY 160

FROM	TO	MEA
Denver, Colo. VOR	Sidney, Nebr. VOR	7000

§610.6161 VOR CIVIL AIRWAY 161

FROM	TO	MEA
Ft.Worth (Carter) Tex. ILS loc.	Roanoke INT,Tex.	2000
Roanoke INT,Tex.	*Fox INT,Tex.	2000
*3500 - MRA		
Fox INT,Tex.	Ardmore,Okla.VOR	*3500
*2400 - MOCA		
Ardmore,Okla.VOR	Tulsa,Okla.VOR	*4600
*2400 - MOCA		
Tulsa, Okla.VOR	Butler, Mo. VOR	*4300
*2300 - MOCA		
Butler, Mo. VOR	Blue Springs, Mo. VOR	*4000
*2400 - MOCA		
Blue Springs,Mo. VOR	Lawson INT, Mo.	2400
Lawson INT,Mo.	*Jameson INT, Mo.	**2900
*3000 - MRA		
**2400 - MOCA		
Jameson INT,Mo.	Lamoni, Iowa VOR	*2900
*2400 - MOCA		
Lamoni, Iowa VOR	*Osceola INT, Iowa	2300
*4300 - MRA		
Osceola INT, Iowa	Des Moines, Iowa VOR	2300
Des Moines, Iowa. VOR	*Mingo INT, Iowa	2700
*5000 - MRA		
Mingo INT, Iowa	Waterloo, Iowa VOR	2700
Waterloo, Iowa VOR	Rochester, Minn. VOR	2500
Rochester,Minn. VOR	Diamond Bluff INT, Wis.	2300
Diamond Bluff INT, Wis.	Minneapolis,Minn. ILS loc.	2400

§610.6162 VOR CIVIL AIRWAY 162

FROM	TO	MEA
Harrisburg, Pa. VOR	Allentown, Pa. VOR	3000
Harrisburg, Pa. VOR	Reinholds INT, Pa.	
via S alter.	via S alter.	*4500
*2500 - MOCA		

VOR CIVIL AIRWAY 162 - cont'd.

FROM	TO	MEA
Reinholds INT, Pa.	Allentown, Pa. VOR	
via S alter.	via S alter.	2500

§610.6163 VOR CIVIL AIRWAY 163

FROM	TO	MEA
Brownsville,Tex. VOR	Alice,Tex.VOR	1400
Alice,Tex.VOR	*Elmendorf INT,Tex.	2200
*4000 - MRA		
Elmendorf INT, Tex.	San Antonio,Tex. VOR	2200
San Antonio,Tex. VOR	Spring Branch INT,Tex.	*3000
*2600 - MOCA		
Spring Branch INT,Tex.	*Kingsland INT, Tex.	**4000
*4000 - MRA		
**2800 - MOCA		
Kingsland INT, Tex.	Lometa,Tex.VOR	*4000
*2800 - MOCA		
San Antonio,Tex. VOR	*Guadalupe INT,Tex.	
Via W alter.	Via W alter.	3000
*4000 - MRA		
Guadalupe INT,Tex.	*Fredericksburg INT, Tex.	
Via W alter.	Via W alter.	3000
*4000 - MRA		
Fredericksburg INT, Tex.	Lometa,Tex.VOR	
Via W alter.	Via W alter.	*4000
*3100 - MOCA		
Lometa,Tex.VOR	*Mill INT,Tex.	**5000
*3500 - MRA		
**2800 - MOCA		
Mill INT,Tex.	Mineral Wells,Tex. VOR	*3500
*2400 - MOCA		
Mineral Wells, Tex.VOR	Fort Worth,Tex. VOR	2500
Fort Worth,Tex. VOR	Ardmore,Okla.VOR	*3000
*2600 - MOCA		
Ardmore,Okla.VOR	*Blanchard INT,Okla.	
Via W alter.	Via W alter.	**2800
*2800 - MRA		
**2500 - MOCA		
Blanchard INT, Okla.	Oklahoma City,Okla. VOR	
Via W alter.	Via W alter.	2400

§610.6164 VOR CIVIL AIRWAY 164

FROM	TO	MEA
Bradford,Pa.VOR	Stonyford INT,Pa.	4500
Stonyfork INT, Pa.	Williamsport, Pa. VOR	4000
Williamsport,Pa. VOR	Crystal Lake INT, Pa.	4500
Crystal Lake INT, Pa.	Stroudsburg, Pa. VOR	3500
Williamsport,Pa. VOR	Stroudsburg, Pa. VOR	
Via S alter.	Via S alter.	4000

§610.6165 VOR CIVIL AIRWAY 165

FROM	TO	MEA
*Long Beach, Calif. VOR	Berry INT, Calif.	8000
*6500 - MCA Long Beach VOR, N-bound		
*Berry INT, Calif.	**Palmdale, Calif. VOR	9000
*9000 - MCA Berry INT, N-bound		
**9000 - MCA Palmdale VOR, S-bound		
*Palmdale,Calif. VOR	Victory INT,Calif.	
	NW-bound	10000
	SE-bound	6000
*8000 - MCA Palmdale VOR, NW-bound		
*9000 - MCA Palmdale VOR, S-bound		
Victory INT, Calif.	White Oaks INT, Calif.	10000
White Oaks INT, Calif.	*Bakersfield,Calif. VOR	
	S-bound	10000
	N-bound	6000
*7000 - MCA Bakersfield VOR, S-bound		
Bakersfield, Calif. VOR	Coalinga,Calif. VOR	3000

§610.6166 VOR CIVIL AIRWAY 166

FROM	TO	MEA
Martinsburg, W. Va. VOR	Parkton INT, Md.	4000
Parkton INT,Md.	West Chester,Pa. VOR	2000
Hoopes INT,Del.	Philadelphia,Pa. ILS loc.	1800
Philadelphia,Pa. ILS loc.	Mt.Holly INT,N.J.	1800
Mt.Holly INT,N.J.	Colts Neck,N.J.VOR	1500

§610.6167 VOR CIVIL AIRWAY 167

FROM	TO	MEA
Point Pleasant INT, N. J.	Idlewild, N. Y. VOR	*2500
*1500 - MOCA		
Idlewild,N.Y.VOR	Syosset INT,N.Y.	*2000
*1500 - MOCA		
Syosset INT, N. Y.	Bridgeport INT, Conn.	*2000
*1500 - MOCA		
Bridgeport INT, Conn.	Hartford, Conn. VOR	2000

§610.6168 VOR CIVIL AIRWAY 168

FROM	TO	MEA
Selinsgrove,Pa. VOR	Allentown,Pa.VOR	3500
Allentown,Pa.VOR	Belle Mead INT, N.J.	2500
Belle Mead INT, N.J.	New Brunswick INT, N.J.	2000
New Brunswick INT, N.J.	Colts Neck,N.J. VOR	1500

§610.6169 VOR CIVIL AIRWAY 169

FROM	TO	MEA
Sidney, Nebr. VOR	Scottsbluff INT, Nebr.	5800
Scottsbluff INT, Nebr.	Chadron, Nebr. VOR	6500
Chadron,Nebr.VOR Via E alter.	Rapid City,S.D.VOR Via E alter.	5600 5600

§610.6170 VOR CIVIL AIRWAY 170

FROM	TO	MEA
Milwaukee,Wis. VOR	Sun Fish INT, (Lake Mich.)	2300
Sun Fish INT, (Lake Mich.)	Pullman,Mich.VOR	*2700
*2000 - MOCA		
Pullman,Mich.VOR	Hickory INT,Mich.	3000
Hickory INT,Mich.	*Leslie INT,Mich.	**3500
*3000 - MRA		
**3000 - MOCA		
Leslie INT,Mich.	Salem,Mich.VOR	2500
Erie, Pa. VOR	Bradford, Pa.VOR	4000
Via N alter.	Via N alter.	4000
Bradford, Pa. VOR	Selinsgrove, Pa. VOR	4000
Selinsgrove, Pa. VOR	Reinholds INT, Pa.	4000
Reinholds INT, Pa.	West Chester, Pa. VOR	2500

§610.6171 VOR CIVIL AIRWAY 171

FROM	TO	MEA
Louisville, Ky. VOR	*Martinsburg INT, Ind.	**3000
*3600 - MRA		
**2600 - MOCA		
Martinsburg INT, Ind.	*Mitchell INT, Ind.	**3000
*3000 - MRA		
**2600 - MOCA		
Mitchell INT,Ind.	Scotland, Ind.VOR	2000
Scotland, Ind. VOR	Terre Haute, Ind. VOR	2000
Terre Haute,Ind. VOR	State Line INT, Ind.	2000
State Line INT, Ind.	Peotone,Ill.VOR	*2500
*2000 - MOCA		
Peotone, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Sycamore INT,Ill	2000
Sycamore INT,Ill.	Janesville, Wis. VOR	2100
Janesville,Wis. VOR	Mendota INT,Wis.	2700

§610.6172 VOR CIVIL AIRWAY 172

FROM	TO	MEA
Des Moines,Iowa VOR	*Monroe INT,Iowa	2200
*3500 - MRA		
Monroe INT,Iowa	Grinnell INT,Iowa	2200
Grinnell INT, Iowa	Polo,Ill.VOR	*8600
*2200 - MOCA		
Grinnell INT, Iowa	Cedar Rapids,Iowa LF/RBN	#2200
#Utilizing Cedar Rapids LF/RBN		
Cedar Rapids, Iowa LF/RBN	Polo,Ill. VOR	#*3200
#Utilizing Cedar Rapids LF/RBN		
*2200 - MOCA		
Int. 071° T rad, Des Moines VOR & 268° T rad. Polo VOR	Big Rock INT,Iowa	
Via S alter.	Via S alter.	*7500
*2200 - MOCA		

VOR CIVIL AIRWAY 172 - cont'd.

FROM	TO	MEA
Big Rock INT,Iowa Via S alter.	Moline,Ill.VOR Via S alter.	2200
Moline,Ill.VOR Via S alter.	Polo,Ill. VOR Via S alter.	2200
Int. 071° T rad. Des Moines VOR & 268° T rad. Polo VOR	Big Rock INT,Iowa	#2200
Via S alter.	Via S alter.	#2200
#Utilizing Cedar Rapids LF/RBN		
Polo, Ill. VOR	Sycamore INT, Ill.	2000
Sycamore INT, Ill.	Glen Ellyn INT, Ill.	*3000
*2500 - MOCA		
Glen Ellyn INT, Ill.	Chicago, Midway Arpt. Ill. TVOR	2500

I610.6173 VOR CIVIL AIRWAY 173

FROM	TO	MEA
Springfield,Ill. VOR	Roberts, Ill.VOR	*2800
*2000 - MOCA		
Roberts, Ill.VOR	Mateno INT, Ill.	*2800
*2000 - MOCA		
Mateno INT, Ill.	Chicago, Ill. TVOR	2300

I610.6174 VOR CIVIL AIRWAY 174

FROM	TO	MEA
Vichy, Mo. VOR	Troy, Ill. VOR	2200
Troy, Ill. VOR	Vernon INT, Ill.	2100
Vernon INT, Ill.	*Farina INT, Ill.	**3100
*Farina INT, Ill.	Carlisle INT, Ind.	**3100
*3100 - MRA		
**2100 - MOCA		
Carlisle INT,Ind.	Scotland,Ind.VOR	2000
Scotland,Ind.VOR	*Mitchell INT,Ind.	2000
*3000 - MRA		
*Mitchell INT, Ind.	**Martinsburg INT, Ind.	***3000
*3000 - MRA		
**3600 - MRA		
***2600 - MOCA		
Martinsburg INT, Ind.	Louisville, Ky. VOR	*3000
*2600 - MOCA		
Louisville, Ky. VOR	*Georgetown INT, Ky.	**3000
*3000 - MRA		
**2500 - MOCA		
*Georgetown INT, Ky.	York, Ky. VOR	**5000
*3000 - MRA		
**2500 - MOCA		
York,Ky.VOR	Eureka INT,Ky.	2500
Eureka INT,Ky.	*Gay INT,W.Va.	**4000
*4000 - MRA		
**2500 - MOCA		
Gay INT,W.Va.	*Clara INT,W.Va.	**4000
*5000 - MRA		
**3000 - MOCA		

VOR Civil Airway 174 - cont'd.

FROM	TO	MEA
Elkins, W. Va. VOR	Petersburg INT, W. Va.	6800
*Petersburg INT, W. Va.	Front Royal, Va. VOR	5300
*6000 - MCA Petersburg INT, W-bound		
Front Royal, Va. VOR	Plains INT, Va.	4000
Plains INT, Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington, D. C. TVOR	1800

I610.6175 VOR CIVIL AIRWAY 175

FROM	TO	MEA
Vichy, Mo. VOR	Wilton INT, Mo.	2200
Wilton INT, Mo.	Columbia, Mo. VOR	2600

I610.6176 VOR CIVIL AIRWAY 176

FROM	TO	MEA
Centralia, Ill. VOR	Cisne INT, Ill.	2100
Cisne INT, Ill.	Scotland,Ind.VOR	*3000
*2100 - MOCA		

I610.6177 VOR CIVIL AIRWAY 177

FROM	TO	MEA
Naperville,Ill. VOR	Janesville,Wis. VOR	2200
Janesville,Wis. VOR	Mills INT, Wis.	2200

I610.6178 VOR CIVIL AIRWAY 178

FROM	TO	MEA
Farmington, Mo. VOR	Paducah, Ky. VOR	2400
via S alter.	via S alter.	2400

I610.6179 VOR CIVIL AIRWAY 179

FROM	TO	MEA
Paducah,Ky.VOR	Centralia,Ill.VOR	2000

I610.6180 VOR CIVIL AIRWAY 180

FROM	TO	MEA
Austin,Tex.VOR	*Smithville INT, Tex.	2000
*2300 - MRA		
Smithville INT, Tex.	Eagle Lake,Tex. VOR	*3000
*2000 - MOCA		
Eagle Lake,Tex. VOR	Galveston,Tex.VOR	1600

I610.6181 VOR CIVIL AIRWAY 181

FROM	TO	MEA
Sioux Falls, S. D. VOR	Watertown, S. D. VOR	3000

I610.6182 VOR CIVIL AIRWAY 182

FROM	TO	MEA
*Portland,Ore. VOR	The Dalles,Ore. VOR	7000
*4700 - MCA Portland VOR, E-bound		
The Dalles, Ore. VOR	Eight Mile INT, Ore.	6000

VOR CIVIL AIRWAY 182 - cont'd.

FROM	TO	MEA
Eight Mile INT, Ore.	Ukiah INT, Ore.	9000
Ukiah INT, Ore.	*Baker,Ore.VOR	**14000
*10200 - MCA Baker VOR, W-bound		
**11000 - MOCA		

I610.6183 VOR CIVIL AIRWAY 183

FROM	TO	MEA
*Santa Barbara, Calif. VOR	Maricopa INT, Calif.	9000
*8000 - MCA Santa Barbara VOR, NE-bound		
Maricopa INT, Calif.	*Bakersfield,Calif. VOR NE-bound	3000
	SW-bound	7000
*3000 - MCA Bakersfield VOR, SW-bound		

I610.6184 VOR CIVIL AIRWAY 184

FROM	TO	MEA
Erie,Pa.VOR	*Hickory INT,Pa.	3500
*5000 - MRA		
Hickory INT,Pa.	Fitzgerald,Pa.VOR	3500
Fitzgerald, Pa. VOR	Philipsburg, Pa. VOR	4000

I610.6185 VOR CIVIL AIRWAY 185

FROM	TO	MEA
Savannah,Ga.VOR	*Kildare INT,Ga.	1300
*3500 - MRA		
Kildare INT,Ga.	Augusta,Ga.VOR	1800
Augusta,Ga.VOR	*Laurens INT,S.C.	2300
*2700 - MRA		
Laurens INT,S.C.	Spartanburg,S.C. VOR	2300
Spartanburg,S.C. VOR	Asheville,N.C.VOR	6000
Augusta,Ga.VOR	Honea INT,Ga.	
Via W alter.	Via W alter.	2000
Honea INT,Ga.	Greenville,S.C. ILS loc.	
Via W alter.	Via W alter.	4000
Greenville,S.C. ILS loc.	Tigerville INT,S.C.	
Via W alter.	Via W alter.	4000
Tigerville INT, S.C.	Asheville,N.C.VOR	
Via W alter.	Via W alter.	6000
Asheville, N.C. VOR	Piedmont INT, Tenn.	8000
Piedmont INT, Tenn.	Knoxville, Tenn. VOR	6000
Asheville,N.C.VOR	Ottway INT,Tenn.	
Via E alter.	Via E alter.	8000
Ottway INT, Tenn.	Knoxville, Tenn. VOR	
Via E alter.	Via E alter.	6000

I610.6186 VOR CIVIL AIRWAY 186

FROM	TO	MEA
St.Louis,Mo.VOR	*Fidelity INT,Ill	2000
*3000 - MRA		
Fidelity INT,Ill.	Gillespie INT,Ill.	*3000
*2000 - MOCA		
Gillespie INT, Ill.	Vandalia,Ill.VOR	2000

I610.6187 VOR CIVIL AIRWAY 187

FROM	TO	MEA
Chicago Heights, Ill. VOR	*Bull Head INT,Ill.	2500
*2500 - MRA		
Bull Head INT, Ill.	*Papi INT,Ill.	2500
*2500 - MRA		
Papi INT,Ill.	*Taylor INT,Wis.	**4500
*4500 - MCA Taylor INT, S-bound		
**2000 - MOCA		
Taylor INT,Wis.	Racine INT,Wis.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT, Wis.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300
Chicago Heights, Ill. VOR	Beacon INT,Ill.	
Via E alter.	Via E alter.	2000
Beacon INT,Ill.	White Fish INT,Ill.	
Via E alter.	Via E alter.	2500
White Fish INT, Ill.	Taylor INT,Ill.	
Via E alter.	Via E alter.	*3500
*2000 - MRA		
Taylor INT,Ill.	Racine INT,Wis.	
Via E alter.	Via E alter.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT,Wis.	
Via E alter.	Via E alter.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	
Via E alter.	Via E alter.	2300

I610.6188 VOR CIVIL AIRWAY 188

FROM	TO	MEA
Carleton, Mich. VOR	Detroit River INT, Mich.	2000
Detroit River INT, Mich.	Pelee INT, Canada	*#2500
*2000 - MOCA		
#For that airspace over U. S. Territory		
Pelee INT,Canada	*Gill INT, U.S.	**#6000
*6000 - MRA		
**2000 - MOCA		
#For that airspace over U.S. territory		
Gill INT,U.S.	Perry,Ohio LF/RBN	*#9000
*2500 - MOCA		
#For that airspace over U.S. territory		
Gill INT,U.S.	Perry,Ohio LF/RBN	*#6000
*2500 - MOCA		
#Utilizing Perry LF/RBN		
Perry, Ohio LF/RBN	Fitzgerald, Pa. VOR	3500
Fitzgerald, Pa. VOR	Williamsport, Pa. VOR	4000
Williamsport,Pa. VOR	Crystal Lake INT, Pa.	4500

VOR CIVIL AIRWAY 188 - cont'd.

FROM	TO	MEA
Crystal Lake INT, Pa.	Stroudsburg, Pa. VOR	3500
Stroudsburg, Pa. VOR	Caldwell, N.J. VOR	2600

§610.6190 VOR CIVIL AIRWAY 190

FROM	TO	MEA
Grants, N.Mex. VOR	INT Santa Fe 240 & Albuquerque, VOR 010 mag. rads.	10,000
INT Santa Fe 240 & Albuquerque, VOR 010 mag. rads.	Santa Fe, N.Mex. VOR	9000
*Santa Fe, N.Mex. VOR	**Las Vegas, N.Mex. VOR	12,500
*11,600 - MCA Santa Fe VOR, E-bound		
**11,300 - MCA Las Vegas VOR, W-bound		
Las Vegas, N.Mex. VOR	Dalhart, Tex. VOR	*13,000
*9000 - MOCA		
Dalhart, Tex. VOR	Gage, Okla. VOR	*5700
*5200 - MOCA		
Gage, Okla.VOR	Capron INT, Okla.	3500
Capron INT,Okla.	Ponca City,Okla. VOR	*3500
*2500 - MOCA		
Ponca City,Okla. VOR	*Waco INT, Mo.	**7000
*6500 - MRA		
**2500 - MOCA		
Waco INT,Mo.	Avilla INT, Mo.	*6500
*2600 - MOCA		
Avilla INT, Mo.	Springfield,Mo. VOR	2600
Joplin,Mo. LOM	Avilla INT, Mo.	#2600
#Utilizing Joplin LOM		
Springfield,Mo. VOR	Farmington,Mo. VOR	*4600
*2800 - MOCA		
Farmington,Mo VOR	Evansville, Ind. VOR	2500

§610.6191 VOR CIVIL AIRWAY 191

FROM	TO	MEA
Walnut Ridge, Ark. VOR	Farmington, Mo. VOR	*2700
*2500 - MOCA		
Farmington, Mo. VOR	*Crystal City INT, Mo.	2500
*3000 - MRA		
Crystal City INT, Mo.	Troy, Ill. VOR	2200
Troy,Ill.VOR	*Mt.Zion INT,Ill.	**4000
*4000 - MRA		
**2300 - MOCA		
Mt.Zion INT,Ill.	Roberts,Ill.VOR	*4000
*2200 - MOCA		
Roberts, Ill. VOR	Mateno INT, Ill.	*2800
*2000 - MOCA		
Mateno INT, Ill.	Chicago, Midway Arpt. Ill. TVOR	2300

VOR CIVIL AIRWAY 191 - cont'd.

FROM	TO	MEA
Chicago O'Hare, Ill. TVOR	Taylor INT,Wis.	*3000
*2100 - MOCA		
Taylor INT,Wis.	Racine INT,Wis.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT, Wis.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300

§610.6192 VOR CIVIL AIRWAY 192

FROM	TO	MEA
Grants, N.Mex. VOR	Ladrones INT, N.Mex.	11,000
*Ladrones INT, N.Mex.	Corona, N.Mex. VOR	9500
*10,000 - MCA Ladrones INT, NW-bound		
Corona,N.Mex.VOR	Tucumcari,N.Mex. VOR	*11000
*9000 - MOCA		

§610.6193 VOR CIVIL AIRWAY 193

FROM	TO	MEA
Pullman,Mich.VOR	Grand Rapids,Mich ILS/LOM	2200
Grand Rapids, Mich. ILS/LOM	White Cloud, Mich. VOR	2200
White Cloud,Mich. VOR	Traverse City, Mich. LFR	2700

§610.6194 VOR CIVIL AIRWAY 194

FROM	TO	MEA
Homer INT, Ga.	Royston, Ga. VOR	2200
Royston,Ga.VOR	Honea INT,S.C.	2200
Honea INT,S.C.	*Laurens INT,S.C.	**2700
*2700 - MRA		
**2000 - MOCA		
Laurens INT,S.C.	Union INT,S.C.	*3000
*1900 - MOCA		
Union INT,S.C.	Charlotte,S.C.VOR	2000
Charlotte, N.C. VOR	Norwood INT, N.C.	*3000
*1800 - MOCA		
Norwood INT, N.C.	Moncure INT,N.C.	*3500
*1800 - MOCA		
Moncure INT,N.C.	Raleigh, N.C. VOR	1600
Raleigh, N.C. VOR	Rocky Mount, N.C. VOR	1700
Raleigh,N.C.VOR Via S alter.	Rocky Mount,N.C.VOR Via S alter.	2500
Rocky Mount,N.C. VOR	Cofield,N.C.VOR	*1400
*1200 - MOCA		
Cofield,N.C.VOR	Corapeake INT,Va.	*1500
*1200 - MOCA		
Corapeake INT,Va.	Norfolk,Va. ILS loc.	1500
Norfolk, Va. ILS localizer	Whitehurst INT, Va.	1500

§610.6195 VOR CIVIL AIRWAY 195

FROM	TO	MEA
Oakland, Calif. VOR	Sacramento, Calif. VOR	4000
Bay Point, Calif. FM	Sacramento, Calif. VOR E-bound only	2000
Sacramento, Calif. VOR	Williams, Calif. VOR NW-bound	3000
	SE-bound	2000
Oakland,Calif.VOR Via W alter.	Rio INT,Calif. Via W alter.	4000
Rio INT,Calif. Via W alter.	Williams,Calif.VOR Via W alter.	5000
Bay Point,Calif. FM Via W alter.	Rio INT,Calif. NE-bound only Via W alter.	2000
Williams,Calif. VOR	Red Bluff,Calif. VOR	3000

§610.6196 VOR CIVIL AIRWAY 196

FROM	TO	MEA
Rock River, Wyo. VOR	Wheatland INT, Wyo.	11,000
Wheatland INT, Wyo.	Chadron, Nebr. VOR	*10,000
*8000 - MOCA		

§610.6197 VOR CIVIL AIRWAY 197

FROM	TO	MEA
Waterville, Ohio VOR	Carleton, Mich. VOR	2100

§610.6198 VOR CIVIL AIRWAY 198

FROM	TO	MEA
San Antonio, Tex. VOR	Eagle Lake, Tex. VOR	2500
Eagle Lake,Tex. VOR	Arcola INT,Tex.	1600
Arcola INT,Tex.	Galveston,Tex.VOR	2200

§610.6199 VOR CIVIL AIRWAY 199

FROM	TO	MEA
Fresno,Calif. VOR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	*San Francisco, Calif. VOR	7000
*4500 - MCA San Francisco VOR, E-bound		
Hillview INT, Calif.	San Francisco,Calif. VOR W-bound only	3000
San Francisco, Calif. VOR	Stinson Beach INT, Calif.	3000
Stinson Beach INT, Calif.	Marin INT, Calif.	4000
Marin INT,Calif.	*Ft.Ross INT,Calif.	6000
*10500 - MRA		
Ft.Ross INT, Calif.	Ukiah,Calif. VOR	6000

§610.6200 VOR CIVIL AIRWAY 200

FROM	TO	MEA
Ukiah, Calif. VOR	Williams, Calif. VOR	7000
*Williams,Calif. VOR	Mt.Lola INT, Calif.	13000
*10000 - MCA Williams VOR, NE-bound		
Mt. Lola INT, Calif.	Reno,Nev. VOR	11000

§610.6201 VOR CIVIL AIRWAY 201

FROM	TO	MEA
Corbina INT, Calif.	*Los Angeles, Calif. VOR	3500
*6000 - MCA Los Angeles VOR, NE-bound		
Los Angeles, Calif. VOR	Berry INT, Calif.	9000

§610.6202 VOR CIVIL AIRWAY 202

FROM	TO	MEA
*Tucson,Ariz.LFR	Kinsley INT,Ariz.	*14000
*12000 - MCA Tucson LFR, S-bound		
**12000 - MOCA		
Kinsley INT, Ariz.	Mescal INT, Ariz.	*14,000
*10,000 - MOCA		
Mescal INT, Ariz.	Cochise, Ariz. VOR	10,000

§610.6203 VOR CIVIL AIRWAY 203

FROM	TO	MEA
Albany, N. Y. VOR	Sacandaga INT, N. Y.	
	S-bound	3000
	N-bound	6000
Sacandaga INT, N. Y.	Tupper Lake INT, N. Y.	*7000
*6000 - MOCA		
*Tupper Lake INT, N. Y.	Massena, N. Y. VOR	4500
*6000 - MCA Tupper Lake INT, S-bound		

§610.6204 VOR CIVIL AIRWAY 204

FROM	TO	MEA
Hoquiam,Wash.VOR	*Olympia,Wash.VOR	4300
*2800 - MCA Olympia VOR, W-bound		

§610.6205 VOR CIVIL AIRWAY 205

FROM	TO	MEA
Springfield,Mo. VOR	*Bolivar INT,Mo.	2500
*5500 - MRA		
Bolivar INT,Mo.	Blue Springs,Mo. VOR	2400
Blue Springs,Mo. VOR	Kansas City,Mo. VOR	2400
Springfield,Mo. VOR Via W alter.	*Schell City INT, Mo. Via W alter.	2500
*4000 - MRA		
Schell City INT. Mo. Via W alter.	Blue Springs, Mo. VOR Via W alter.	*4000
*2400 - MOCA		

§610.6206 VOR CIVIL AIRWAY 206

FROM	TO	MEA
Blue Springs,Mo. VOR	Lexington INT,Mo.	2400
Lexington INT, Mo.	Kirksville, Mo. VOR	*3100
*2400 - MOCA		

§610.6207 VOR CIVIL AIRWAY 207

FROM	TO	MEA
Denver,Colo.VOR	Gill INT,Colo.	7500
Gill INT,Colo.	Egbert INT,Wyo.	7500

§610.6208 VOR CIVIL AIRWAY 208

FROM	TO	MEA
*Los Angeles, Calif. VOR	Oceanside,Calif. VOR	4000
*2000 - MCA Los Angeles VOR, S-bound		
*Oceanside,Calif. VOR	Mesa Grande INT,Calif. E-bound	9000
	W-bound	7000
*5000 - MCA Oceanside VOR, E-bound		
Mesa Grande INT, Calif.	*Thermal,Calif. VOR	11000
*11000 - MCA Thermal VOR, SW-bound		
Thermal, Calif. VOR	Needles, Calif. VOR	*10000
*6500 - MOCA		

§610.6209 VOR CIVIL AIRWAY 209

FROM	TO	MEA
*Los Angeles, Calif. VOR	Fillmore, Calif. VOR	5000
*3000 - MCA Los Angeles VOR, NW-bound		
Shoreline INT, Calif.	Los Angeles, Calif. VOR	
	SE-bound only	3000
*Fillmore, Calif. VOR	Paso Robles, Calif. VOR	**12500
*10500 - MCA Fillmore VOR, NW-bound		
**9500 - MOCA		

§610.6210 VOR CIVIL AIRWAY 210

FROM	TO	MEA
*Los Angeles, Calif. VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000

§610.6211 VOR CIVIL AIRWAY 211

FROM	TO	MEA
Cotulla,Tex.VOR	Junction,Tex.VOR	*4000
*3500 - MOCA		

§610.6212 VOR CIVIL AIRWAY 212

FROM	TO	MEA
Ukiah,Calif.VOR	*Ft.Ross INT,Calif.	6000
*10500 - MRA		
*Ft.Ross INT, Calif.	**Geyserville INT, Calif.	10500
*10500 - MCA Ft. Ross INT, NE-bound		
**8500 - MRA		
Geyserville INT, Calif.	Williams,Calif. VOR	8500
Williams,Calif. VOR	Wheatland INT, Calif.	4000
Wheatland INT, Calif.	Auburn INT,Calif. E-bound	7000
	W-bound	4000
Auburn INT, Calif.	*Coloma INT,Calif. E-bound	7000
	W-bound	6000

§610.6212 VOR CIVIL AIRWAY 212 - cont'd.

FROM	TO	MEA
*Coloma INT, Calif.	Tahoe INT,Calif. NE-bound	13000
	SW-bound	9500
*9500 MCA Coloma INT, NE-bound		
Tahoe INT,Calif.	*Reno, Nev. VOR	13000
*12000 - MCA Reno VOR, SW-bound		

§610.6213 VOR CIVIL AIRWAY 213

FROM	TO	MEA
Rocky Mount, N.C. VOR	Boykins INT, Va VOR	1500

§610.6215 VOR CIVIL AIRWAY 215

FROM	TO	MEA
Muskegon,Mich. VOR	White Cloud,Mich VOR	2000

§610.6216 VOR CIVIL AIRWAY 216

FROM	TO	MEA
Janesville,Wis. VOR	*Wind Lake INT, Wis.	**3000
*3000 - MRA		
**2400 - MOCA		
Wind Lake INT, Wis.	Sun Fish INT,Wis.	*3500
*2000 - MOCA		
Sun Fish INT,Wis.	Muskegon,Mich.VOR	2000
Muskegon,Mich.VOR	Saginaw,Mich. LF/RBN	*4000
*2400 - MOCA		

§610.6217 VOR CIVIL AIRWAY 217

FROM	TO	MEA
Naperville,Ill. VOR	*Lake Forest INT, Ill.	**3000
*3600 - MRA		
**2500 - MOCA		
Lake Forest INT, Ill.	*Bristol INT,Wis.	**3000
*3000 - MRA		
**2000 - MOCA		
Bristol INT,Wis.	Milwaukee,Wis. ILS loc.	2000
Milwaukee,Wis. ILS loc.	Maitland INT,Wis.	2000
Maitland INT,Wis.	Green Bay,Wis.VOR	2700

§610.6218 VOR CIVIL AIRWAY 218

FROM	TO	MEA
Sycamore INT,Ill.	Naperville,Ill.VOR	2000
Naperville,Ill. VOR	Beacon INT,Ill.	2500
Beacon INT,Ill.	Keeler,Mich.VOR	2000
Keeler,Mich.VOR	*Kalamazoo INT, Mich.	2200
*2500 - MCA Kalamazoo INT, NE-bound		
Kalamazoo INT, Mich.	*Hickory INT,Mich.	3000
*2500 - MCA Hickory INT, SW-bound		
Hickory INT,Mich.	Lansing,Mich.VOR	2200
Lansing,Mich.VOR	Flint INT,Mich.	2400

§610.6219 VOR CIVIL AIRWAY 219

FROM	TO	MEA
Janesville,Wis. VOR	*New Berlin INT, Wis.	**3500
*3500 - MRA		
**2400 - MOCA		

§610.6220 VOR CIVIL AIRWAY 220

FROM	TO	MEA
Kremmling,Colo. VOR	Ward INT,Colo.	16000
Ward INT,Colo.	Longmont INT,Colo	16500
*Longmont INT, Colo.	Roggen INT,Colo.	10500
*16500 - MCA Longmont INT, W-bound		
Roggen INT,Colo.	Akron,Colo.VOR	7000

§610.6221 VOR CIVIL AIRWAY 221

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Litchfield,Mich. VOR	2700
Litchfield,Mich. VOR	Jackson INT,Mich.	2300
Jackson INT,Mich.	Salem,Mich.VOR	2400
Salem,Mich.VOR	Belle INT,Mich.	2700

§610.6222 VOR CIVIL AIRWAY 222

FROM	TO	MEA
San Antonio,Tex. VOR	*Smithville INT, Tex.	2500
*2300 - MRA		
Smithville INT, Tex.	Round Top INT, Tex.	*3000
*1700 - MOCA		
Round Top INT, Tex.	Sealy INT,Tex.	*3700
*1700 - MOCA		
Sealy INT,Tex.	Houston,Tex.VOR	2000

§610.6223 VOR CIVIL AIRWAY 223

FROM	TO	MEA
Herndon,Va.VOR	Harrisburg,Pa.VOR	3000

§610.6224 VOR CIVIL AIRWAY 224

FROM	TO	MEA
Carleton,Mich. VOR	U.S. Canadian Border	2300

§610.6225 VOR CIVIL AIRWAY 225

FROM	TO	MEA
Key West,Fla. VOR	*Cape Romano INT, Fla.	**3000
*6000 - MRA		
**1300 - MOCA		
Cape Romano INT, Fla.	Ft. Myers,Fla. VOR	*3000
*1300 - MOCA		
Ft.Myers,Fla.VOR	*Dixie Ranch INT, Fla.	**1500
*4000 - MRA		
**1300 - MOCA		
Dixie Ranch INT, Fla.	Vero Beach,Fla. VOR	*1500
*1300 - MOCA		

§610.6226 VOR CIVIL AIRWAY 226

FROM	TO	MEA
Williamsport,Pa. VOR	Avoca INT, Pa.	4500
Avoca INT,Pa.	Stillwater,N.J.VOR	3500
Stillwater,N.J. VOR	Paterson INT,N.J.	2500

§610.6227 VOR CIVIL AIRWAY 227

FROM	TO	MEA
Louisville,Ky. VOR	*Martinsburg INT, Ind.	**3000
*3600 - MRA		
**2600 - MOCA		
Martinsburg INT, Ind.	*Mitchell INT,Ind.	**3000
*3000 - MRA		
**2600 - MOCA		
Mitchell INT,Ind.	Sanders INT,Ind.	*3000
*2600 - MOCA		
Sanders INT,Ind.	*Paragon INT,Ind.	2500
*3000 - MRA		
Paragon INT,Ind.	Indianapolis,Ind. VOR	2200

§610.6228 VOR CIVIL AIRWAY 228

FROM	TO	MEA
Wheeling,Ill.VOR	*Bull Head INT,Ill.	2000
*2500 - MRA		
Bull Head INT, Ill.	South Bend,Ind. VOR	2300

§610.6229 VOR CIVIL AIRWAY 229

FROM	TO	MEA
Wilmington,N.C. VOR	New Bern,N.C.VOR	1400
New Bern,N.C.VOR	Cofield,N.C.VOR	*1300
*1200 - MOCA		

§610.6230 VOR CIVIL AIRWAY 230

FROM	TO	MEA
Salinas,Calif.VOR	Mendota INT,Calif.	7000
Mendota INT, Calif.	Fresno,Calif. VOR	3000

§610.6231 VOR CIVIL AIRWAY 231

FROM	TO	MEA
*Missoula,Mont. VOR	Charlo INT,Mont.	12700
*10500 - MCA Missoula VOR, N-bound		

§610.6232 VOR CIVIL AIRWAY 232

FROM	TO	MEA
Hill City,Kans. VOR	Salina,Kans.VOR	*7900
*3800 - MOCA		

§610.6233 VOR CIVIL AIRWAY 233

FROM	TO	MEA
Springfield,Ill. VOR	Peoria,Ill.VOR	2000
Peoria,Ill.VOR	Bradford,Ill.VOR	2000
Bradford,Ill.VOR	*Annawan INT,Ill.	2000
*4000 - MRA		
Annawan INT,Ill.	Moline,Ill.VOR	2000

§610.6234 VOR CIVIL AIRWAY 234

FROM	TO	MEA
Anton Chico, N.Mex. VOR	Conchas Dam INT, N.Mex.	7500
*Conchas Dam INT, N. Mex.	Dalhart, Tex. VOR	10000

*8500 - MCA Conchas Dam INT, NE-bound

§610.6235 VOR CIVIL AIRWAY 235

FROM	TO	MEA
*Utah Lake, Utah VOR	Ft. Bridger, Wyo. VOR	14000

*12500 - MCA Utah Lake VOR, NE-bound

§610.6236 VOR CIVIL AIRWAY 236

FROM	TO	MEA
Bonneville, Utah VOR	Cedar Mountain INT, Utah W-bound	10000
	E-bound	11000
Cedar Mountain INT, Utah	Ogden, Utah VOR NE-bound	11000
	SW-bound	9000

§610.6237 VOR CIVIL AIRWAY 237

FROM	TO	MEA
Needles, Calif. VOR	Mead INT, Nev.	9000
*Mead INT, Nev.	Mormon Mesa, Nev. VOR	7000

*7000 - MCA Mead INT, N-bound

§610.6238 VOR CIVIL AIRWAY 238

FROM	TO	MEA
Boothwyn INT, Pa.	Woodstown, N.J. VOR	1800
Woodstown, N.J. VOR	Atlantic City INT, N.J.	1500

§610.6239 VOR CIVIL AIRWAY 239

FROM	TO	MEA
*Wildwood INT, N.J.	Woodstown, N.J. VOR	1500

*2000 - MRA

Woodstown, N.J. VOR	Boothwyn INT, Pa.	1800

§610.6240 VOR CIVIL AIRWAY 240

FROM	TO	MEA
*Dog INT, La.	Mobile, Ala. VOR	**1500

*3900 - MRA
**1400 - MOCA

§610.6242 VOR CIVIL AIRWAY 242

FROM	TO	MEA
Mobile, Ala. VOR	*Bon Secour INT, Ala.	1600

*2000 - MRA

§610.6243 VOR CIVIL AIRWAY 243

FROM	TO	MEA
Chattanooga, Tenn. VOR	Smithville INT, Tenn.	4400
Smithville INT, Tenn.	*Hartsville INT, Tenn.	**4000

*5000 - MRA
**3500 - MOCA

Hartsville INT, Tenn.	Bowling Green, Ky. VOR	*4000

*3500 - MOCA

§610.6244 VOR CIVIL AIRWAY 244

FROM	TO	MEA
Crestview, Fla. VOR	Dothan, Ala. TVOR	1500

§610.6246 VOR CIVIL AIRWAY 246

FROM	TO	MEA
Dayton, Ohio VOR	Mansfield, Ohio VOR	2500

§610.6247 VOR CIVIL AIRWAY 247

FROM	TO	MEA
Douglas, Wyo. VOR	Crazy Woman, Wyo. VOR	7500

§610.6248 VOR CIVIL AIRWAY 248

FROM	TO	MEA
Paso Robles, Calif. VOR	Belridge INT, Calif.	5000
Belridge INT, Calif.	Bakersfield, Calif. VOR E-bound	2000
	W-bound	3000

§610.6249 VOR CIVIL AIRWAY 249

FROM	TO	MEA
Caldwell, N.J. VOR	Huguenot, N.Y. VOR	3000

§610.6250 VOR CIVIL AIRWAY 250

FROM	TO	MEA
Bergholz INT, Pa.	Ellwood City, Pa. VOR	2500
Ellwood City, Pa. VOR	Fitzgerald, Pa. VOR	3500

§610.6251 VOR CIVIL AIRWAY 251

FROM	TO	MEA
West Chester, Pa. VOR	Pottstown, Pa. VOR	2000
Pottstown, Pa. VOR	Captain INT, Pa.	2000
Captain INT, Pa.	Caldwell, N.J. VOR	2500

§610.6252 VOR CIVIL AIRWAY 252

FROM	TO	MEA
Binghamton, N.Y. VOR	Huguenot, N.Y. VOR	4000
Huguenot, N.Y. VOR	Paterson INT, N.J.	2500

§610.6254 VOR CIVIL AIRWAY 254

FROM	TO	MEA
Reinholds INT, Pa.	Pottstown, Pa. VOR	2000
Pottstown, Pa. VOR	Columbus INT, N.J.	2000

§610.6256 VOR CIVIL AIRWAY 256

FROM	TO	MEA
Reinholds INT, Pa.	Pottstown, Pa. VOR	2000
Pottstown, Pa. VOR	Warrington INT, Pa.	2000

§610.6258 VOR CIVIL AIRWAY 258

FROM	TO	MEA
Charleston, W.Va. VOR	Marie INT, W.Va.	6000
Marie INT, W.Va.	Rock Camp INT, W.Va.	*7000

*6000 - MOCA

Rock Camp INT, W.Va.	Roanoke, Va. VOR	6000

§610.6260 VOR CIVIL AIRWAY 260

FROM	TO	MEA
Charleston, W.Va. VOR	*Leonard INT, W.Va.	6000

*9000 - MRA

Leonard INT, W.Va.	*Greenbrier INT, W.Va.	**9000

*9000 - MRA
**6000 - MOCA

Greenbrier INT, W.Va.	Roanoke, Va. VOR	6000

§610.6401 HAWAII VOR CIVIL AIRWAY 1

FROM	TO	MEA
Hilo, T. H. VOR	Hibiscus INT, T. H.	*3000

*1000 - MOCA

§610.6402 HAWAII VOR CIVIL AIRWAY 2

FROM	TO	MEA
Lihue, T. H. VOR	*Makai INT, T.H.	**5000

*5000 - MCA Makai INT, W-bound
**3000 - MOCA

Makai INT, T. H.	Honolulu, T. H. VOR	4000
Barbers Point, T. H. FM	Honolulu, T. H. VOR NE-bound only	2000
Lihue, T. H. VOR via S alter.	Hula Girl INT, T. H. via S alter.	*4000

*3000 - MOCA

Hula Girl INT, T. H. via S alter.	Makai INT, T. H. via S alter.	4000
Makai INT, T. H. via S alter.	Honolulu, T. H. VOR via S alter.	4000
Barbers Point, T. H. FM via S alter.	Honolulu, T. H. VOR via S alter. NE-bound only	2000
Honolulu, T. H. VOR	*Lanai, T. H. VOR	5000
Via S alter.	Via S alter.	5000

*5000 - MCA Lanai VOR, E-bound

Lanai, T. H. VOR	Pineapple INT, T. H.	5000
Pineapple INT, T. H.	Rainbow INT, T. H.	4000
Rainbow INT, T. H.	Upolu, T. H. VOR	5000
Upolu, T. H. VOR	Paradise INT, T. H.	5000
Paradise INT, T. H.	Hilo, T. H. VOR	4000
Hilo, T. H. VOR	25 miles E of Hilo VOR	*2000

*1000 - MOCA

§610.6403 HAWAII VOR CIVIL AIRWAY 3

FROM	TO	MEA
Hilo, T. H. VOR	Grass Shack INT, T. H.	*3000

*1000 - MOCA

§610.6404 HAWAII VOR CIVIL AIRWAY 4

FROM	TO	MEA
South Port Allen INT, T. H.	Hula Girl INT, T. H.	*7000

*1000 - MOCA

Hula Girl INT, T. H.	Honolulu, T. H. VOR	4000
Barbers Point, T. H. FM	Honolulu, T. H. VOR NE-bound only	2000
*Honolulu, T. H. VOR	Kaneohe INT, T. H.	6000

*6000 - MCA Honolulu VOR, NE-bound

Kaneohe INT, T. H.	North Lanai INT, T. H.	*9000

*1000 - MOCA

North Lanai INT, T. H.	North Maui INT, T. H.	*14,500

*1000 - MOCA

§610.6405 HAWAII VOR CIVIL AIRWAY 5

FROM	TO	MEA
Rainbow INT, T. H.	*Maui, T. H. VOR	4000

*4000 - MCA Maui VOR, S-bound

Maui, T. H. VOR	North Maui INT, T. H.	*14,500

*7000 - MOCA

§610.6406 HAWAII VOR CIVIL AIRWAY 6

FROM	TO	MEA
Lanai, T. H. VOR	*Maui, T. H. VOR	6500

*6500 - MCA Maui VOR, W-bound

§610.6407 HAWAII VOR CIVIL AIRWAY 7

FROM	TO	MEA
Lanai, T. H. VOR	North Lanai INT, T. H.	*9000

*5500 - MOCA

§610.6408 HAWAII VOR CIVIL AIRWAY 8

FROM	TO	MEA
Pineapple INT,	*Maui, T. H. VOR	5000

T. H.

*4000 - MCA Maui VOR, SW-bound

§610.6409 HAWAII VOR CIVIL AIRWAY 9

FROM	TO	MEA
South Honolulu INT, T. H.	Honolulu, T. H. VOR	*6000

*5000 - MOCA, N-bound & 1000 - MOCA, S-bound

§610.6410 HAWAII VOR CIVIL AIRWAY 10

FROM	TO	MEA
Upolu, T. H. VOR	Paradise INT, T. H.	5000
Paradise INT, T. H.	Grass Shack INT, T. H.	*3000

*1000 - MOCA

Grass Shack INT, T. H.	Hibiscus INT, T. H.	3000

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective December 13, 1956, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Green civil airway No. 5 (Los Angeles, Calif. to Boston, Mass), is amended by changing the last portion which reads: "the intsxn of the NE course of the Mitchel AFB, N.Y., rdo rng and the SW course of the Boston, Mass. rdo rng to the intsxn of the SW course of the Boston, Mass. rdo rng and the SE course of the Westfield, Mass. rdo rng." to read: "the intsxn of the NE course of the Mitchel AFB, N.Y. rdo rng and the SW course of the Boston, Mass. rdo rng to the Boston, Mass. rdo rng stn." (Note: Due to relocation of Westfield rng stn; Green 5 now overlaps Green 2 between Moosup intsxn and Boston)

(2) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska), is amended by changing the portion which reads: "excluding the airspace which overlaps Albert Head restricted area (R-407)." to read: "excluding the airspace lying more than 2 miles W of and parallel to the S course of the Patricia Bay, B.C. rdo rng between the intsxn of the NW course of the Seattle, Wash. rdo rng with the S course of the Patricia Bay, B.C. rdo rng and the U.S.-Canadian Border." and is amended between Anchorage and Skwentna, Alaska, to read: "Anchorage, Alaska rdo rng stn; the intsxn of the NW course of the Anchorage, Alaska, rdo rng and the SE course of the Skwentna, Alaska rdo rng; Skwentna, Alaska, rdo rng stn." (Note: A. Re narrowing Amber 1 at border N of Seattle, Canadian D.O.T. narrowing their portion effective December 1, 1956, between Dungeness FM and Gordon Head NDB, and their D.O.T. danger area is being amended to be bounded on the E by the western side of the narrowed airway. B. Re change between Anchorage and Skwentna, Anchorage LF rng being relocated to site at lat 61-07-43, long. 149-57-16, with courses: NE course 206° T toward stn (over Wasilla). SE course 302°T toward stn (on Whittier intsxn) SW course 29°T toward the stn (on Homer rng). NW course 151°T toward stn (on McDougal intsxn) with 3700 ft. MEA Susitna to McDougal intsxn.)

(3) Blue civil airway No. 61 (Springfield, Mo. to Kansas City, Mo.), is revoked.

(4) VOR civil airway No. 5 (Miami, Fla. to London, Ont.), is amended by changing all after the Cincinnati, Ohio omnirng stn to read: "Cincinnati, Ohio omnirng stn, including an E alternate; intsxn of the Cincinnati omnirng 45°T and the Appleton omnirng 244°T radials; Appleton, Ohio omnirng stn; Mansfield, Ohio omnirng stn, including an E alternate from the Appleton omnirng stn to the Mansfield omnirng stn via the intsxn of the Appleton omnirng 050°T and the Mansfield omnirng 173°T radials; Cleveland, Ohio omnirng stn; to the London, Ont. omnirng stn. Those portions of this arwy which overlap the Jacksonville restricted area (R-161), the Lake George restricted area (R-176) and the Sterling restricted areas (R-169) and (R-170) are excluded." (Note: Redesignated V5 to replace Columbus, Ohio VOR with Appleton, Ohio VOR.)

(5) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wis.), is amended by changing the portion which reads: "Montgomery, Ala. omnirng stn; Birmingham, Ala. omnirng stn, including an E alternate via the intsxn of the Montgomery omnirng 358°T and the Birmingham omnirng 138°T radials and also a W alternate; intsxn of the Birmingham omnirng 358°T and the Muscle Shoals omnirng 129°T radials; Muscle Shoals, Ala. omnirng stn;" to read: "Montgomery, Ala. omnirng stn; Birmingham, Ala. omnirng stn, including a W alternate via the intsxn of the Montgomery omnirng 326°T and the Birmingham omnirng 180°T radials; Muscle Shoals, Ala. omnirng stn;" (Note: Redesignated V7 between Montgomery VOR and Muscle Shoals VOR. Redesignated V7W between Montgomery VOR and Birmingham VOR. Revoked V7E between Montgomery VOR and Birmingham VOR.)

(6) VOR civil airway No. 8 (Long Beach, Calif. to Washington, D.C.), is amended by changing the portion which reads: "Bryce Canyon, Utah, omnirng stn; Hanksville, Utah omnirng stn; Grand Junction, Colo. omnirng stn;" to read: "Bryce Canyon, Utah omnirng stn, including a S alternate; Hanksville, Utah omnirng stn, including a S alternate; Grand Junction, Colo. omnirng stn, including a S alternate;" (Note: Added S alternates from Mormon Mesa to Bryce Canyon to Hanksville to Grand Junction VORs).

(7) VOR civil airway No. 10 (Pueblo, Colo. to New York, N.Y.), is amended by changing the portion which reads: "Carleton, Mich. omnirng stn; Perry, Ohio nondirectional rdo bcn; Youngstown, Ohio omnirng stn;" to read: "Carleton, Mich. omnirng stn; point of intsxn of the Jefferson, Ohio omnirng 279°T and the Youngstown omnirng 320°T radials; Youngstown, Ohio omnirng stn;" (Note: Redesignated V10 via the North Perry Intsxn between Carleton VOR and Youngstown VOR.)

(8) VOR civil airway No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.), is amended by changing the portion which reads: "Albuquerque, N. Mex. omnirng stn;" to read: "Albuquerque, N. Mex. omnirng stn, including a S alternate from the Zuni, N. Mex. omnirng stn to the Albuquerque, N. Mex. omnirng stn via the intsxn of the Zuni omnirng 105°T and the Albuquerque omnirng 254°T radials;" and by changing all between the Dayton, Ohio omnirng stn and the Wheeling, W.Va. omnirng stn to read: "Dayton, Ohio omnirng stn, including a N alternate; Appleton, Ohio omnirng stn, including a N alternate via the intsxn of the Dayton omnirng 060°T and the Appleton omnirng 279°T radials; Wheeling, W.Va. omnirng stn, including a N alternate via the point of intsxn of the Mansfield, Ohio omnirng 121°T and the Wheeling omnirng 281° T radials;" (Note: Added V12S between Zuni VOR and the Albuquerque VOR. Replaced Columbus VOR with Appleton VOR. Redesignated V12N between Dayton VOR, Appleton VOR and Wheeling VOR.)

(9) VOR civil airway No. 18 (Dallas, Tex. to Charleston, S.C.), is amended by changing the portion which reads: "Tuscaloosa, Ala. omnirng stn, including a N alternate; Birmingham, Ala. omnirng stn; Anniston, Ala. omnirng stn;" to read: "intsxn of the Meridian omnirng 057°T radial and the Birmingham ILS lclzr SW course; intsxn of the Birmingham ILS lclzr SW course and the Anniston omnirng 265°T radial; Anniston, Ala. omnirng stn." (Note: Redesignated V18 between Meridian VOR and Anniston VOR due to relocation of Meridian and Birmingham VORs. Revoked V18N between Meridian VOR and Tuscaloosa VOR.)

(10) VOR civil airway No. 23 (San Diego, Calif. to Bellingham, Wash.), is amended by changing the portion which reads: "Modesto, Calif. omnirng stn, including an E alternate via the intsxn of the Fresno omnirng 328° T and the Modesto omnirng 117°T radials; Sacramento, Calif. omnirng stn;" to read: "Modesto, Calif. omnirng stn, including an E alternate via the intsxn of the Fresno omnirng 328°T and the Modesto omnirng 117°T radials; intsxn of the Modesto omnirng 341°T and the Sacramento omnirng 138°T radials; Sacramento, Calif. omnirng stn, including a W alternate from the Modesto omnirng stn to the Sacramento omnirng stn via the intsxn of the Modesto omnirng 312°T and the Sacramento omnirng 154°T radials;" (Note: Redesignated V23 between Modesto VOR and Sacramento VOR. Added V23W between Modesto VOR and Sacramento VOR.)

(11) VOR civil airway No. 26 (Cherokee, Wyo. to Cleveland, Ohio), is amended by changing the portion which reads: "Redwood Falls omnirng 075°T" to read: "Redwood Falls omnirng 076°T" and by changing all after the Salem, Mich. omnirng stn to read: "Salem, Mich. omnirng stn; point of intsxn of the Carleton, Mich. omnirng direct radial to the Jefferson, Ohio omnirng stn and the Cleveland omnirng direct radial to the Windsor, Ont. omnirng stn; to the Cleveland, Ohio omnirng stn." (Note: Changed Redwood Falls 075°T radial in V26S to 076°T. Minor change in V26 between Salem VOR and Pelee Intsxn due to shift in Pelee Intsxn.)

(12) VOR civil airway No. 38 (Iowa City, Iowa to Elkins, W.Va.), is amended to read: "From the Iowa City, Iowa omnirng stn via the intsxn of the Iowa City omnirng 093°T and the Joliet omnirng 265°T radials; Joliet, Ill. omnirng stn; Peotone, Ill. omnirng stn; Fort Wayne, Ind. omnirng stn; intsxn of the Fort Wayne omnirng 099°T and the Findlay omnirng 276°T radials; Findlay, Ohio omnirng stn; Appleton, Ohio omnirng stn, includinga S alternate via the point of intsxn of the Findlay omnirng 144°T and the Mansfield, Ohio omnirng 241°T radials; Parkersburg, W.Va. omnirng stn to the Elkins, W.Va. omnirng stn." (Note: Added V38S between Findlay and Appleton. Added Appleton in lieu of Columbus.)

(13) VOR civil airway No. 43 (Columbus, Ohio to Erie, Pa.), is amended to read: "From the Appleton, Ohio omnirng stn via the Youngstown, Ohio omnirng stn to the Erie, Pa. omnirng stn." (Note: Replaced Columbus VOR with Appleton VOR. Redesignated V43 from Youngstown direct to Erie.)

(14) VOR civil airway No. 45 (Lexington, Ky. to Lansing, Mich.), is amended by changing the portion which reads: "Columbus, Ohio omnirng stn" to read: "Appleton, Ohio omnirng stn." (Note: Replaced Columbus VOR with Appleton VOR.)

(15) VOR civil airway No. 56 (Montgomery, Ala. to Florence, S.C.), is amended by changing all before the Macon, Ga. omnirng stn to read: "From the Montgomery, Ala. omnirng stn via the intsxn of the Montgomery omnirng 049°T and the Columbus omnirng 266°T radials; Columbus, Ga. omnirng stn; Macon, Ga. omnirng stn;" (Note: Redesignated V56 between Montgomery VOR and Macon VOR due to relctn of Columbus VOR. Revoked V56N between Montgomery VOR and Columbus VOR.)

(16) VOR civil airway No. 92 (Chicago, Ill. to Washington, D.C.), is amended to read: "From the Chicago Heights, Ill. omnirng stn via the Goshen, Ind. omnirng stn; Waterville, Ohio omnirng stn; Mansfield, Ohio omnirng stn; point of intsxn of the Pittsburgh, Pa. omnirng 291°T and the Youngstown, Ohio omnirng 195°T radials; Wheeling, W.Va omnirng stn; Grantsville, Md. omnirng stn; Front Royal, Va. omnirng stn; intsxn of the Front Royal omnirng 112°T and the Washington, D.C. term. omnirng 245°T radials; to the Washington, D.C. term. omnirng stn." (Note: Redesignated V92 after Bergholz Intsxn to exclude Pittsburgh VOR and include Grantsville VOR.)

(17) VOR civil airway No. 115 (Crestview, Fla. to Charleston, W.Va.), is amended by changing the portion which reads: "From the Crestview, Fla. omnirng stn via the Montgomery, Ala. omnirng stn; Birmingham, Ala. omnirng stn; Chattanooga, Tenn. omnirng stn;" to read: "From the Crestview, Fla. omnirng stn via the Montgomery, Ala. omnirng stn; intsxn of the Montgomery omnirng 358°T and the Birmingham omnirng 145°T radials; Birmingham, Ala. omnirng stn; Chattanooga, Tenn. omnirng stn;" (Note: Redesignated V115 between Montgomery VOR and Birmingham VOR via the intsxn of the Montgomery VOR 358° T and the Birmingham VOR 145°T radials due to relctn of Birmingham VOR.)

(18) VOR civil airway No. 154 (Meridian, Miss. to Savannah, Ga.), is amended to read: "From the Meridian, Miss. omnirng stn via the intsxn of the Meridian omnirng 089°T and the Montgomery omnirng 282°T radials; Montgomery, Ala. omnirng stn; Columbus, Ga. omnirng stn, including a S alternate via the intsxn of the Montgomery omnirng 088°T and the Columbus omnirng 195°T radials; Macon, Ga. omnirng stn; to the Savannah, Ga. omnirng stn. The portions of this arwy which conflict with the Fort Benning restricted area (R-129) are excluded." (Note: Redesignated V154 due to relctn of Meridian VOR and Columbus VOR. Revoked V154N and added V154S between Montgomery VOR and Columbus VOR.)

(19) VOR civil airway No. 188 (Detroit, Mich. to New York, N.Y.), is amended by changing the portion which reads: "From the Carleton, Mich. omnirng stn via the Perry,

Ohio nondirectional rdo bcn; Fitzgerald, Pa. omnirng stn;" to read: "That airspace over United States territory from the Carleton, Mich. omnirng stn via the Jefferson, Ohio omnirng stn; Fitzgerald, Pa. omnirng stn;" (Note: Redesignated V188 via Jefferson, Ohio VOR, in place of Perry, Ohio nondirectional rdo bcn, between Carleton VOR and Fitzgerald VOR.)

(20) VOR civil airway No. 221 (Fort Wayne, Ind. to Erie, Pa.), is amended to read: "That airspace over United States territory from the Fort Wayne, Ind. omnirng stn via the Litchfield, Mich. omnirng stn; intsxn of the Litchfield omnirng 050°T and the Salem omnirng 257°T radials; Salem, Mich. omnirng stn; intsxn of the Salem omnirng 079°T and the Erie omnirng 294°T radials; to the Erie, Pa. omnirng stn." (Note: Added new portion to V221 from Belle Intsxn to Erie VOR.)

(21) VOR civil airway No. 241 (Crestview, Fla. to Atlanta, Ga.), is added to read: "From the Crestview, Fla. omnirng stn via the intsxn of the Crestview omnirng 076°T and the Dothan term. omnirng 240°T radials; Dothan, Ala. term. omnirng stn; Columbus, Ga. omnirng stn; intsxn of the Columbus omnirng 018°T and the Atlanta omnirng 232°T radials; to the Atlanta, Ga. omnirng stn. The portion of this arwy above 19,000 feet above mean sea level, which lies within the Tyndall AFB restricted area (R-336), is excluded daily between sunset and sunrise." (Note: New airway. The portion from Crestview, Fla. to Dothan TVOR was formerly V244.)

(22) VOR civil airway No. 244 (Crestview, Fla. to Dothan, Ala.), is revoked.

(23) VOR civil airway No. 253 (Utah Lake, Utah, to Grantsville, Utah), is added to read: "From the Utah Lake, Utah omnirng stn to the point of intsxn of the Utah Lake omnirng 315° T and the Salt Lake City, Utah omnirng 265°T radials." (Note: New arwy.)

CONTROL AREAS: (1) Blue civil airway No. 61 (Springfield, Mo. to Kansas City, Mo.), is revoked.

(2) VOR civil airway No. 38 (Iowa City, Iowa to Elkins, W. Va.), is amended to read: "All of VOR civil arwy No. 38, including a S alternate."

(3) VOR civil airway No. 56 (Montgomery, Ala. to Florence, S. C.), is amended to read: "All of VOR civil arwy No. 56 including a N alternate, but excluding the airspace between the main arwy and its N alternate between the Columbus, S. C. omnirng stn and the Florence, S. C. omnirng stn."

(4) VOR civil airway No. 221 (Fort Wayne, Ind. to Erie, Pa.), is amended to read: "All of VOR civil airway No. 221.

(5) VOR civil airway No. 241 (Crestview, Fla. to Altanta, Ga.), is added to read: "All of VOR civil arwy No. 241."

(6) VOR civil airway No. 244 (Crestview, Fla. to Dothan, Ala.), is revoked.

(7) VOR civil airway No. 253 (Utah Lake, Utah, to Grantsville, Utah), is added to read: "All of VOR civil arwy No. 253."

CONTROL AREA EXTENSIONS: (1) (Atlanta, Ga.), is amended by adding the following portion to present control area extension: "including the airspace SW of Atlanta bounded on the N by VOR civil arwy No. 18, on the W by long. 86-00-00, and on the SE by VOR civil arwy No. 20."

(2) (Birmingham, Ala.), is amended to read: "That airspace bounded by a line beginning at a point at lat. 32-52-00, long. 87-30-00, thence N to lat 34-15-00, long. 87-30-00, thence E to lat 34-15-00, long. 86-15-00, thence S to lat 34-00-00, long. 86-15-00, thence SE to lat 33-39-00, long. 86-00-00, thence S to lat 32-52-00, long. 86-00-00, thence W to lat 32-52-00, long. 87-30-00 point of beginning."

(3) (Columbus, Ga.), is amended to read: "That airspace N of Columbus bounded on the NW by VOR civil arwy No. 20, on the S by VOR civil arwy No. 56, on the E by VOR civil arwy No. 97, and on the N by the Atlanta, Ga. 50-mile radius control area extension."

(4) (Chicago, Ill.), is amended by deleting the words which read: "excluding the portion overlapping restricted areas." (Note: due to recission of Restricted Area R-76.)

(5) (San Francisco, Calif.), is amended to read: "That airspace bounded by a line beginning at a point at lat 38-08-30, long. 122-54-00; thence to lat 37-14-00, long. 122-24-55; thence to lat 36-16-00, long. 124-26-00; thence to lat 37-40-00, long. 125-23-30; thence to lat 37-50-00, long. 124-24-30; thence to lat 38-00-00, long. 123-23-00; thence to lat 38-03-20, long. 123-12-00; thence to point of beginning. The portions of this control area extension which overlap Point Reyes Warning Area W-513 are excluded between the hours 8:00 a.m. to 8:00 p.m. PST daily."

(6) (Santa Barbara, Calif.), is amended to read: "That airspace centered on the 247°T radial of the Santa Barbara omnirng, 10 miles in width at the omnirng stn with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area, excluding the portion which lies within and overlaps Restricted Area R-288."

(7) (Midland, Tex.), is amended by adding the following portion to present control area extension: "That airspace within 5 miles either side of the 146°T radial of the Midland omnirng extending from the omnirng stn to a point 55 miles SE."

(8) (Mansfield, Ohio), is amended by changing the words which read: "bounded on the SE by VOR civil airway No. 88," to read "bounded on the SE by VOR civil arwy No. 246."

(9) (Fort Bragg, N. C.), is amended by changing the portion which reads: "bounded on the E by VOR civil arwy No. 3 and Amber civil arwy No. 7," to read: "bounded on the E by VOR civil arwy No. 3 and Red civil arwy No. 16,"

(10) (Marysville, Calif.), is amended by changing the words which read: "and on the E by Restricted Area R-265;" to read: "and on the E by Restricted Area R-265 and a line extending from a point at lat 39-15-00, long 120-30-00 northward along long. 120-30-00, to the southern edge of VOR civil arwy No. 200;"

(11) (Fortuna, Calif.), is added to read: "That airspace centered on the 270°T radial of the Fortuna omnirng, 10 miles in width at the omnirng stn with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oakland Oceanic Control Area."

(12) (Salt Lake City, Utah), is added to read: "That airspace SW of Salt Lake City bounded on the N by Red civil arwy No. 49, on the E by Amber civil arwy No. 2 and on the SW by VOR civil arwy No. 253."

(13) CONTROL ZONES: (1) Three mile radius zones, is amended by deleting the following airports: Everett, Wash, Paine AFB, and Schenectady, N. Y. Schenectady Arpt.

(2) (Albany, N. Y.), is amended to read: "Within a 5 mile radius of the Albany Municipal Airport, within 2 miles either side of the N course of the Albany rdo rng extending from the rdo rng stn to a point 10 miles N and within 2 miles either side of the Albany ILS lclzr course extending from the lclzr to a point 10 miles N of the ILS outer mrkr."

(2) (Columbus, Ohio), is amended by deleting the portion which reads: "and within 2 miles either side of the 50° and 230°T radials of the Columbus omnirng extending from the Port Columbus airport control zone to a point 10 miles NE of the omnirng stn." (Note: Due to decommissioning of the Columbus, Ohio, VOR.)

(4) (Springfield, Ill.), is amended to read: "Within a 5 mile radius of Capital Airport, Springfield, Ill. within 2 miles either side of the NE and SW courses of the Springfield rdo rng extending from the airport to a point 12 miles SW of the rdo rng stn, within 2 miles either side of the 40°T radial of the Springfield omnirng extending from the omnirng stn to a point 12 miles NE, and within 2 miles either side of 42°T and 222°T bearings from the ILS outer compass locator extending from the 5-mile radius zone to a point 12 miles SW of the outer compass locator."

(5) (Tacoma, Wash.), is amended to read: "Within a 5 mile radius of McChord AFB and within 2 miles either side of the N course of the McChord rdo rng extending from the AFB to the rdo rng stn, excluding the portions from the surface upwards which are in conflict with and which overlap restricted areas R-503 and R-504."

(6) (Columbus, Ga.), is amended to read: "Within a 5 mile radius of Muscogee County Airport including the airspace within 2 miles either side of the NE course of the Columbus rdo rng extending southward to include a 5 mile radius of the Lawson Army Airfield, within 2 miles either side of the SW course of the Columbus rdo rng extending from the rdo rng to a point 10 miles SW, and within 2 miles either side of the 150° and 330°T radials of the Columbus omnirng extending from the Muscogee County Arpt to a point 3 miles NW of the omnirng stn. The portions of this control zone which overlap restricted area R-129 are excluded." (Note: due to relctn of Columbus, Ga. VOR.)

(7) (Everett, Wash.), is added to read: "Within a 5 mile radius of Paine AFB and within 2 miles either side of a direct line extending from the Paine AFB to the Paine AFB nondirectional rdo bcn."

(8) (Schenectady, N. Y.), is added to read: "Within a 5 mile radius of Schenectady Co. Arpt. and within 2 miles either side of a direct line extending between the Schenectady Co. Arpt and the Albany, N. Y. ILS outer mrkr."

REPORTING POINTS: (1) Red civil airway No. 7 (Atlanta, Ga. to Greensboro, N. C.), is amended by deleting the following reporting point: "the intsxn of the N course of the Charlotte, N. C. rdo rng and the SW course of the Greensboro, N. C. rdo rng." (Note: Mooresville Intsxn: Region requests be made "on-request" in lieu of compulsory.)

(2) Blue civil airway No. 61 (Springfield, Mo. to Kansas City, Mo.), is revoked."

(3) Other reporting points, is amended by deleting "Seal Intsxn: the intsxn of a rhumb line between the Nantucket, Mass. nondirectional rdo bcn and the Kindley AFB Bermuda rdo rng stn and the western boundary of the ICAO Control Area at lat 39-50-00N, long. 69-16-00W and by adding the following reporting in lieu thereof: "Haddock Intsxn: the intsxn of a rhumb line between the Nantucket, Mass. nondirectional rdo bcn and the Kindley AFB Bermuda nondirectional rdo bcn and the western boundary of the New York Oceanic Control Area at lat 39-50-00N, long. 69-16-00W." (Note: Changes name "Seal" to "Haddock" intsxn; corrects Bermuda facility from rdo rng stn to nondirectional rdo bcn.)

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Grantsville, Md. omnirng stn. (b) North Perry Intsxn the intsxn of the Jefferson, Ohio omnirng 279°T and the Youngstown, Ohio omnirng 320°T radials. (c) Doby Intsxn - the intsxn of the Elko, Nev. omnirng 338°T and the Wells, Nev. omnirng 249°T radials. (d) Birmingham, Ala. omnirng stn.

(2) Domestic VOR reporting points is amended by changing the following reporting points to read: (a) Marchand Intsxn - the intsxn of the Youngstown, Ohio omnirng 232°T and the Cleveland, Ohio omnirng 132°T radials. (b) Atwater Intsxn - the intsxn of the Youngstown, Ohio omnirng 232°T and the Cleveland, Ohio omnirng 116°T radials. (c) Adamsville, Intsxn- the intsxn of the Appleton, Ohio omnirng 085°T and the Mansfield, Ohio omnirng 149°T radials. (d) Gill Intsxn - the intsxn of the Jefferson, Ohio omnirng 279°T and the Cleveland,

Ohio omnirng 024°T radials. (e) Point Dume Intsxn - the intsxn of the Fillmore, Calif. omnirng 163°T and the Long Beach, Calif. omnirng 287°T radials. (For aircraft operating below 15,200 ft above mean sea level).

(3) Domestic VOR reporting points is amended by revoking the following reporting points: (a) Richmond Intsxn - the intsxn of the Houston, Tex. omnirng 255°T and the Eagle Lake, Tex, omnirng 106°T radials. (b) Keyser Intsxn - the intsxn of the Morgantown, W. Va. omnirng 096°T and the Front Royal, Va. omnirng 307°T radials.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 16, dated October 16, 1956, as follows:

(1) Page 5 - Item (4) under Control Area Extensions - (Windsor Locks, Conn.). Correct last word of second line to read: "NW" instead of "NE".

(2) Page 10 - Item (43) under On-Request Reporting Points (Designate) - Correct Valley Center (LF) Intsxn to read: "intsxn of the 100°T bearing from Oceanside, Calif. Rbn and a 350° bearing from Miramar, Calif. Rbn."

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

EDX	Mead, Wash., Geiger Field TVOR (Change from Radiobeacon)
GTV	Spokane, Wash., Geiger Field TVOR (Deletion)
WSD	White Sands Proving Ground, N. Mex. (Assignment)
DG	Passe Dangereuse, Que. (Assignment)
HG	Herring, Atlantic Ocean (Deletion)
HP	Hopes Advance Bay, Que. (Assignment)
NK	Janine Lake, Que. (Assignment)

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 23 - Fresno, Calif. Correct CAA telephone number to read: CLinton 1-1320.

(2) Page 27 - Chattanooga, Tenn. Correct CAA telephone number to read: MAdison 4-7831.

(3) Page 28 - Charleston, W. Va. Correct CAA telephone number to read: DIckens 2-1371.

(4) Page 28 - Milwaukee, Wis. Correct CAA telephone number to read: HUmboldt 1-4414.

(5) Page 29 - Fresno, Calif. Correct ASDO telephone number to read: CLinton 1-6056.

(6) Page 101 - (Airborne) Palmdale, Calif. Correct VOR rcvr check point to read: 218°; NE end of runway 22; 2800'.

(7) Page 103 - (Ground) Brunswick, Ga. Delete VOR rcvr check point.

(8) Page 107 - (Ground) Vandalia, Ill. Correct VOR rcvr check point to read: 180°.

(9) Page 99 - (Airborne) Brunswick, Ga. (McKinnon). Add VOR rcvr check point: 023°; at airport rotating beacon.

(10) Page 24 - Chicago, Illinois. Correct WB telephone number to read: REliance 5-4144*.

✓ NAVAL AIR MANEUVERS: U. S. Navy conducting extensive air maneuvers surface to 40,000 ft, November 120500Z to November 151200Z, in following area:

Area bounded by 30-00N, 77-00W to 32-12N, 77-00W to 35-00N, 73-00W to 37-00N, 73-00W to 37-00N, 68-00W to 32-00N, 68-00W to 30-00N, 77-00W.

U.S. Navy will have blanket approval to operate in the entire area. Except when non-participating aircraft are in transit CAA will issue routine IFR clearances to all transiting flights and Navy will avoid those areas and altitudes occupied by the non-participating aircraft. Navy will have flight plans on all non-participating aircraft, will monitor enroute air-ground frequencies and will provide a minimum of ten (10) miles radar separation between maneuver and non-participating aircraft when lateral separation necessary.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective December 13, 1956:

Section 610.12 Green Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Grand Rapids,Mich. LFR	Clarksville INT, Mich.	2000
Clarksville INT,	Lansing,Mich.LFR	2400

Section 610.13 Green Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Sacramento,Calif. LFR	*Auburn INT,Calif.	3500

*7500 - MCA Auburn INT, NE-bound (deletes MCA Sacramento LFR)

Section 610.15 Green Civil Airway 5 is amended by adding:

FROM	TO	MEA
N.Scituate INT, R.I.	Boston,Mass.LFR	1800

Section 610.101 Amber Civil Airway 1 is amended to read in part:

FROM	TO	MEA
*Whittier INT, Alaska	**Anchorage,Alaska LFR	9000
Anchorage,Alaska LFR	Susitna INT,Alaska	1500
Susitna INT, Alaska	McDougall INT, Alaska	3700
McDougall INT, Alaska	*Skwentna,Alaska LFR	4200

*8600 - MCA Whittier INT, W-bound
**6700 - MCA Anchorage LFR, SE-bound
*7000 - MCA Skwentna LFR, W-bound

Section 610.102 Amber Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. LFR	Enterprise,Utah LFR	10000
Crystal,Nev,FM	Las Vegas,Nev.LFR SW-bound only	6500

Section 610.210 Red Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Shreveport,La. LFR	Minden INT,La.	1700
Minden INT,La.	Monroe,La.LFR	1900

Section 610.230 Red Civil Airway 30 is amended to read in part:

FROM	TO	MEA
New Orleans,La. LFR	Cat INT,La.	1500
Cat INT,La.	Bon Secour INT, Ala.	1100

Section 610.240 Red Civil Airway 40 is amended to read in part:

FROM	TO	MEA
Skilak INT, Alaska	Anchorage,Alaska	1500

Section 610.282 Red Civil Airway 82 is amended to read in part:

FROM	TO	MEA
Skwentna,Alaska LFR	McDougall INT, Alaska	4200
McDougall INT, Alaska	Willow INT,Alaska	2500

Section 610.626 Blue Civil Airway 26 is amended to read in part:

FROM	TO	MEA
*Nenana,Alaska LFR	Fairbanks,Alaska LFR	3900

*6000 - MCA Nenana LFR, S-bound

Section 610.661 Blue Civil Airway 61 is amended to delete:

FROM	TO	MEA
Springfield,Mo. LFR	Belton INT,Mo.	2500
Belton INT,Mo.	Kansas City,Mo.LFR	3000

Section 610.670 Blue Civil Airway 70 is amended to read in part:

FROM	TO	MEA
Alvord INT,Tex.	St. Jo. INT,Tex.	2600
St. Jo. INT,Tex.	Ardmore,Okla. LF/RBN	2200

Section 610.1001 Direct Routes, U. S. is amended to delete:

FROM	TO	MEA
Ft.Smith,Ark. LF/RBN	Springfield,Mo. LFR	3800
Kelly(San Antonio) Tex. LFR	Yoakum,Tex. LF/RBN	2200
Losoya INT,Tex.	Yoakum,Tex.LF/RBN	1800
Ponca City,Okla. LF/RBN	Viola,Kans.LF/RBN	2500
Richmond,Tex.LFR	Yoakum,Tex.LF/RBN	1500

Section 610.1001 Direct Routes, U.S. is amended by adding:

FROM	TO	MEA
Big Spring,Tex. LFR	Int. 45° brg.from Big Spring LFR & 336° brg from Abilene LFR	4000
Int.45° brg from Big Spring LFR & 336° brg from Abilene LFR	Wichita Falls,Tex. LFR	3000
Charlotte,N.C.VOR	Pulaski,Va.VOR	6000
El Dorado,Ark.VOR	Quitman,Tex.VOR	3400
Lake Charles,La. VOR	Lufkin,Tex.VOR	2000
Maytown INT,Fla.	Orlando,Fla.VOR	1300
Meridian,Miss.VOR	New Orleans,La.VOR	5500
Tyler,Tex.LF/RBN	Waco,Tex.LFR	1900
Alice,Tex.VOR	Cotulla,Tex.VOR	1800

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Florence,N.C.VOR	Int. 056 rad. Florence VOR & 202 rad. Raleigh-Durham VOR	2100
Int.056 rad. Florence VOR & 202 rad. Raleigh-Durham VOR *3300 - MRA	*Murray INT,N.C.	2100
Murray INT,N.C.	Raleigh-Durham, N.C. VOR	2100

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Cincinnati,Ohio VOR	Appleton,Ohio VOR	2500
Appleton,Ohio VOR	Mansfield,Ohio VOR	2500
Via E alter.	Via E alter.	2500

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
Sacramento,Calif. VOR	*Auburn INT,Calif.	
Via N alter. *7500 - MCA Auburn INT, NE-bound (deletes MCA at Sacramento VOR)	Via N alter.	3500

Section 610.6007 VOR Civil Airway 7
is amended to delete:

FROM	TO	MEA
Montgomery,Ala. VOR	Birmingham,Ala. VOR	
Via E alter. *3500 - MOCA	Via E alter.	*4000

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
*Saco INT,Ala. *2000 - MRA **2700 - MRA	**Shady Grove INT, Ala.	1800
Montgomery,Ala. VOR *2600 - MOCA	Birmingham,Ala. VOR	*3000
Birmingham,Ala. VOR	Muscle Shoals,Ala. VOR	2500
Montgomery,Ala. VOR	Birmingham,Ala. VOR	
Via W alter.	Via W alter.	2600

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Logandale,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500

Section 610.6008 VOR Civil Airway 8
is amended by adding:

FROM	TO	MEA
*Mormon Mesa,Utah VOR	Bryce Canyon,Utah VOR	
Via S alter. *10000 - MCA Mormon Mesa VOR,NE-bound	Via S alter.	15000
Bryce Canyon, Utah VOR	*Hanksville,Utah VOR	
Via S alter. *11000 - MCA Hanksville VOR,SW-bound	Via S alter.	13000
Hanksville,Utah VOR	Grand Junction,Colo. VOR	
Via S alter.	Via S alter.	13000

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Carleton,Mich.VOR	North Perry INT, Ohio	2000
North Perry INT, Ohio	Youngstown,Ohio VOR	2500

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR *3500 - MRA	*Mechanicsburg INT, Ohio	2500
Mechanicsburg INT,Ohio *3500 - MRA	*W.Jefferson INT, Ohio	2500
W.Jefferson INT, Appleton,Ohio VOR		2500
Appleton,Ohio VOR *3000 - MRA	*Mooresfield INT, Ohio	2500
Mooresfield INT, Ohio *3500 - MRA	*Adena INT,Ohio	2500
Adena INT,Ohio	Wheeling,W.Va.VOR	2500
Dayton,Ohio VOR Via N alter.	Appleton,Ohio VOR Via N alter.	2500
Appleton,Ohio VOR Via N alter.	Wheeling,W.Va.VOR Via N alter.	2500

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
Zuni,N.Mex.VOR Via S alter.	Lava INT,N.Mex. Via S alter.	10000
Lava INT,N.Mex. Via S alter.	Suwanee INT,N.Mex. Via S alter.	10500
Suwanee INT, N.Mex. Via S alter.	Albuquerque,N.Mex. VOR Via S alter.	9000

Section 610.6013 VOR Civil Airway 13
is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR Via E alter.	Daisetta INT,Tex. Via E alter.	1600
Daisetta INT,Tex. Via E alter. *1500 - MOCA	Lufkin,Tex.VOR Via E alter.	*4000

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Shawnee INT,Okla. Via S alter. *2300 - MOCA	Prague INT,Okla. Via S alter.	*6000
Prague INT,Okla. Via S alter. *3100 - MOCA	Tulsa,Okla.VOR Via S alter.	*4300

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
Shawnee INT,Okla. Via W alter. *2300 MOCA	Prague INT,Okla. Via W alter.	*6000
Prague INT,Okla. Via W alter. *3100 - MOCA	Tulsa,Okla.VOR Via W alter.	*4300

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Haslet INT,Tex. Via N alter. *3000 - MRA **1900 - MOCA	*Lewisville INT,Tex. Via N alter.	**3000

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Oklahoma City, Okla. VOR	Calumet INT,Okla.	2500
Calumet INT,Okla. *3600 - MOCA	Gage,Okla.VOR	*3900

Section 610.6018 VOR Civil Airway 18
is amended to delete:

FROM	TO	MEA
Meridian,Miss.VOR Via N alter.	Tuscaloosa,Ala.VOR Via N alter.	2500

Section 610.6018 VOR Civil Airway 18
is amended to read in part:

FROM	TO	MEA
Shreveport,La.VOR *1800 - MOCA	Monroe,La.VOR	*2000
Shreveport,La.VOR Via N alter. *1900 - MOCA	Monroe,La.VOR Via N alter.	*2500
Monroe,La.VOR Via S alter. *1700 - MOCA	Jackson,Miss.VOR Via S alter.	*2400
Jackson,Miss.VOR Via S alter.	Meridian,Miss.VOR Via S alter.	2000
Meridian,Miss.VOR *2000 - MOCA	Abernant INT,Ala.	*3500
Abernant INT,Ala. *1600 - MOCA	Anniston,Ala.VOR	*3000
Temple INT,Ga.	Chattahoochee INT, Ga.	2700
Chattahoochee INT, Ga.	Atlanta,Ga.ILS loc.	2200

Section 610.6020 VOR Civil Airway 20
is amended to read in part:

FROM	TO	MEA
LaGrange,Ga.VOR (deletes MRA at Madras INT)	Atlanta,Ga.VOR	2000

Section 610.6021 VOR Civil Airway 21
is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Logandale,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
New Orleans,La. VOR *3900 - MRA **2000 - MOCA	*Dog INT,La.	**3900

Section 610.6023 VOR Civil Airway 23
is amended to read in part:

FROM	TO	MEA
Modesto,Calif. VOR	Sacramento,Calif. VOR	2000

Section 610.6023 VOR Civil Airway 23
is amended by adding:

FROM	TO	MEA
Modesto,Calif.VOR Via W alter.	Sacramento,Calif.VOR Via W alter.	2000

Section 610.6025 VOR Civil Airway 25
is amended to read in part:

FROM	TO	MEA
San Ardo INT, Calif. *4000 - MCA Agnew VOR, SE-bound	*Agnew,Calif.VOR	6000
Campbell INT, Calif.	Agnew,Calif.VOR NW-bound only	4000
Agnew,Calif.VOR	Stinson Beach INT, Calif.	3000

Section 610.6027 VOR Civil Airway 27
is amended to read in part:

FROM	TO	MEA
Salinas,Calif. VOR Via E alter. *4000 - MCA Agnew VOR, SE-bound	*Agnew,Calif.VOR Via E alter.	6000
Ames INT,Calif. Via E alter.	Agnew,Calif.VOR Via E alter. NW-bound only	3000
Agnew,Calif.VOR Via E alter.	Oakland,Calif.VOR Via E alter.	3000

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
*Tamiami INT, Fla. *2700 - MRA **2000 - MRA	**Copeland INT,Fla.	1200
Copeland INT,Fla. *1100 - MOCA	Ft.Myers,Fla.VOR	*2000

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Turnpike INT,Pa. *4000 - MRA **3000 - MOCA	*Mercer INT,Pa.	**4000

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VOR Civil Airway 37 - cont'd.

FROM	TO	MEA
Mercer INT,Pa.	*Hadley INT,Pa.	**4000
*4000 - MRA		
**3000 - MOCA		
Hadley INT,Pa.	Meadville INT,Pa.	*4000
*3000 - MOCA		
Meadville INT,Pa.	Erie,Pa.VOR	3000

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR	Appleton,Ohio VOR	2500
Appleton,Ohio VOR	Parkersburg,W.Va. VOR	2500

Section 610.6038 VOR Civil Airway 38 is amended by adding:

FROM	TO	MEA
Findlay,Ohio VOR Via S alter.	Appleton,Ohio VOR Via S alter.	2500

Section 610.6043 VOR Civil Airway 43 is amended to read:

FROM	TO	MEA
Appleton,Ohio VOR	*Briar Hill INT, Ohio	2500
*4000 - MRA		
Briar Hill INT, Ohio	*Mt.Hope INT,Ohio	**4000
*4000 - MRA		
**2500 - MOCA		
Mt.Hope INT,Ohio	Marchand INT,Ohio	*4000
*2500 - MOCA		
Marchand INT, Ohio	Youngstown,Ohio VOR	2500
Youngstown,Ohio VOR	Erie,Pa.VOR	2500

Section 610.6045 VOR Civil Airway 45 is amended to read in part:

FROM	TO	MEA
York,Ky.VOR	Appleton,Ohio VOR	2500
Appleton,Ohio VOR	Carey INT,Ohio	2500
Carey INT,Ohio	Waterville,Ohio VOR	2000

Section 610.6056 VOR Civil Airway 56 is amended to delete:

FROM	TO	MEA
Montgomery,Ala. VOR	Kent INT,Ala.	
Via N alter.	Via N alter.	2000
Kent INT,Ala.	Columbus,Ga.VOR	
Via N alter.	Via N alter.	2000

Section 610.6056 VOR Civil Airway 56 is amended to read in part:

FROM	TO	MEA
Montgomery,Ala. VOR	Kent INT,Ala.	2000
Kent INT,Ala.	Columbus,Ga.VOR	2100
Columbus,Ga.VOR	*Junction City INT, Ga.	1700
*3000 - MRA		
Junction City INT, Ga.	*Roberta INT,Ga.	1700
*3600 - MRA		
Roberta INT,Ga.	Macon,Ga.VOR	1700

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	*Sterling INT,Tex.	4400
*5000 - MRA		
Sterling INT,Tex.	San Angelo,Tex.VOR	4400

Section 610.6076 VOR Civil Airway 76 is amended to read in part:

FROM	TO	MEA
Big Spring,Tex. VOR	*Jack INT,Tex.	4000
*6200 - MRA		
Jack INT,Tex.	San Angelo,Tex.VOR	4000

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
Oklahoma City, Okla. VOR	Ponca City,Okla. VOR	2500
Wichita Falls,Tex. VOR	Ft. Sill INT, Okla.	*2800
*2400 - MOCA		
Ft.Sill INT, Okla.	*Chickasha INT, Okla.	**2800
*3000 - MRA		
**2500 - MOCA		
Chickasha INT, Okla.	Oklahoma City, Okla. VOR	*2800
*2500 - MOCA		

Section 610.6077 VOR Civil Airway 77 is amended by adding:

FROM	TO	MEA
San Angelo,Tex. VOR	*Rowena INT,Tex.	3800
*5000 - MRA		
Rowena INT,Tex.	Abilene,Tex.VOR	3800

Section 610.6092 VOR Civil Airway 92 is amended to read in part:

FROM	TO	MEA
Bergholz INT,Pa.	Wheeling,W.Va.VOR	3000
Wheeling,W.Va.VOR	Millsboro INT,Pa.	3000
Millsboro INT,Pa.	Grantsville,Md.VOR	5000
Grantsville,Md. VOR	Front Royal,Va.VOR	5000

Section 610.6100 VOR Civil Airway 100 is amended to read in part:

FROM	TO	MEA
*LeRoy INT,Mich.	Jackson INT,Mich.	**5200
*2500 - MRA		
**2300 - MOCA		
Jackson INT,Mich.	Salem,Mich.VOR	2400
*LeRoy INT,Mich.	Jackson INT,Mich.	#2500
*2500 - MRA		
#Utilizing Jackson LF/RBN		

Section 610.6104 VOR Civil Airway 104 is amended to read in part:

FROM	TO	MEA
Massena,N.Y.VOR	*Malone INT,N.Y.	2500
*3000 - MCA Malone INT, E-bound		
Malone INT,N.Y.	Plattsburgh,N.Y. VOR	4700

Section 610.6110 VOR Civil Airway 110 is amended to read:

FROM	TO	MEA
Saratoga INT, Calif.	Agnew,Calif.VOR	5000
Agnew,Calif.VOR	Int.Agnew VOR 038 T rad. & Modesto VOR 273 T rad.	5000

Section 610.6111 VOR Civil Airway 111 is amended to read:

FROM	TO	MEA
Salinas,Calif.VOR	Int. 094 rad. Agnew VOR & 032 rad. Salinas VOR	*7000
*5500 - MOCA		

Section 610.6114 VOR Civil Airway 114 is amended to read in part:

FROM	TO	MEA
Purgatoire INT, Colo.	Dalhart,Tex.VOR	*10000
*8900 - MOCA		

Section 610.6115 VOR Civil Airway 115 is amended to read in part:

FROM	TO	MEA
Montgomery,Ala. VOR	Birmingham,Ala. VOR	2600
Birmingham,Ala. VOR	Lehigh INT,Ala.	2500
Lehigh INT,Ala.	Chattanooga,Tenn. VOR	4000

Section 610.6116 VOR Civil Airway 116 is amended to read in part:

FROM	TO	MEA
*LeRoy INT,Mich.	Jackson INT,Mich.	**5200
*2500 - MRA		
**2300 - MOCA		
Jackson INT,Mich.	Salem,Mich.VOR	2400
*LeRoy INT,Mich.	Jackson INT,Mich.	#2500
*2500 - MRA		
#Utilizing Jackson LF/RBN		

Section 610.6154 VOR Civil Airway 154 is amended to delete:

FROM	TO	MEA
Montgomery,Ala. VOR	Kent INT,Ala.	
Via N alter.	Via N alter.	2000
Kent INT,Ala.	Columbus,Ga.VOR	
Via N alter.	Via N alter.	2000

Section 610.6154 VOR Civil Airway 154 is amended by adding:

FROM	TO	MEA
Montgomery,Ala. VOR	*Omaha INT,Ga.	
Via S alter.	Via S alter.	**3000
*3000 - MRA		
**2000 - MOCA		
Omaha INT,Ga.	Columbus,Ga.VOR	
Via S alter.	Via S alter.	2000

Section 610.6154 VOR Civil Airway 154 is amended to read in part:

FROM	TO	MEA
Meridian,Miss.VOR	Safford INT,Ala.	2000
Safford INT,Ala.	Montgomery,Ala. VOR	*2000
*1200 - MOCA		
Montgomery,Ala. VOR	Columbus,Ga.VOR	2000
Columbus,Ga.VOR	*Junction City INT, Ga.	1700
*3000 - MRA		
Junction City INT, Ga.	*Roberta INT,Ga.	1700
*3500 - MRA		
Roberta INT,Ga.	Macon,Ga.VOR	1700

Section 610.6187 VOR Civil Airway 187 is amended to read in part:

FROM	TO	MEA
Beacon INT,Ill. Via E alter.	*White Fish INT,Ill. Via E alter.	2500
*3500 - MRA		

Section 610.6188 VOR Civil Airway 188 is amended to read in part:

FROM	TO	MEA
Carleton,Mich. VOR	Jefferson,Ohio VOR	2000
Jefferson,Ohio VOR	Meadville INT,Pa.	3000
Meadville INT,Pa.	Fitzgerald,Pa.VOR	8500

Section 610.6194 VOR Civil Airway 194 is amended to read in part:

FROM	TO	MEA
Cofield,N.C.VOR	Corapeake INT,Va.	1200

Section 610.6199 VOR Civil Airway 199 is amended to read in part:

FROM	TO	MEA
Los Banos INT, Calif.	*Agnew,Calif.VOR	7000
*4500 - MCA Agnew VOR, E-bound		
Hillview INT,Calif.	Agnew,Calif.VOR W-bound only	3000
Agnew,Calif.VOR	Stinson Beach INT, Calif.	3000

Section 610.6200 VOR Civil Airway 200 is amended to read in part:

FROM	TO	MEA
Williams,Calif. VOR	*Sutter Buttes INT, Calif.	4000
*11000 - MCA Sutter Buttes INT,NE-bound		
Sutter Buttes INT,Calif.	Mt.Lola INT,Calif.	13000
Mt.Lola INT, Calif.	*Reno,Nev.VOR	11000
*10000 - MCA Reno VOR, W-bound		

Section 610.6221 VOR Civil Airway 221 is amended by adding:

FROM	TO	MEA
Belle INT,Mich.	U.S.Canadian. Border	*4500
*2700 - MOCA		
Dolphin INT,Ont. Canada	Erie,Pa.VOR	*#2500
*2000 - MOCA		
#For that airspace over U. S. territory		

Section 610.6241 VOR Civil Airway 241 is added to read:

FROM	TO	MEA
Crestview,Fla.VOR	Dothan,Ala.TVOR	1500
Dothan,Ala.TVOR	*Omaha INT,Ga.	2000
*3000 - MRA		
Omaha INT,Ga.	Columbus,Ga.VOR	2000
Columbus,Ga.VOR	Madras INT,Ga.	2100
Madras INT,Ga.	Atlanta,Ga.VOR	2000

Section 610.6244 VOR Civil Airway 244 is amended to delete:

FROM	TO	MEA
Crestview,Fla.VOR	Dothan,Ala. TVOR	1500

Section 610.6253 VOR Civil Airway 253 is added to read:

FROM	TO	MEA
*Utah Lake,Utah	**Timpie INT,Utah	***15000
VOR		
*12000 - MCA Utah Lake VOR,NW-bound		
**15000 - MRA		
***13000 - MOCA		

RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective December 13, 1956:

(Part 608 - Restricted Area - Amendment 181)

(1) In Section 608.39, the Albuquerque, N. Mex. area (R-313), amended on April 9, 1955 in 20 F.R. 2302, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 34-55-15, long. 106-54-45; thence to lat 34-45-00, long. 106-50-00; thence to lat 34-45-00, long. 107-15-00; thence to lat 34-51-45, long. 107-15-00; thence to lat 34-55-15, long. 107-00-00; thence to point of beginning."

(2) In Section 608.28, the Sharps Island, Md. area (R-36 formerly D-36), published on August 11, 1954 in 19 F.R. 5041, is rescinded.

AERONAUTICAL CHART CORRECTION: Correct the following Aeronautical Chart as indicated:

Jet Navigation Chart JN-29, 3rd edition, May 11, 1956, change frequency of Malad City, Idaho, L/MF radio range from 322 kc to 332 kc.

NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated, redesignated or cancelled and shall become effective December 13, 1956:

DESIGNATE:

(1) BIRMINGHAM, ALA. VOR - direction of holding - NW on 333°T radial; direction of turns - RIGHT; time - one minute; minimum altitude - 2000'.

(2) BROOKLEY, ALA. RBN - direction of holding - W on 250°T bearing from Brookley Rbn; direction of turns - RIGHT; time - one minute; minimum altitude - 1400'.

(3) CATSKILL, N.Y. (VHF) INTSXN - direction of holding - N on 186°T radial of the Albany, N.Y. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 5000'.

(4) HELENA, ALA. (VHF) INTSXN - direction of holding - S on 180°T radial of the Birmingham, Ala. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 2600'.

(5) PRESTON, N.J. (VHF) INTSXN - direction of holding - SW on 236°T radial of the Idlewild, N.Y. VOR; direction of turns - RIGHT; time - one minute.

(6) WILTON, ALA. (VHF) INTSXN - direction of holding - S on 180°T radial of the Birmingham, Ala. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 2600'.

REDESIGNATE:

(1) SAGINAW, TEX. (VHF) INTSXN - direction of holding - W on 076°T radial of the Mineral Wells, Tex. VOR; direction of turns - RIGHT; time - one minute.

CANCEL:

(1) WALLING, N.J. (VHF) INTSXN - direction of holding - SW on 236°T radial of the Idlewild, N.Y. VOR; direction of turns - RIGHT; time - one minute.

ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective December 13, 1956:

DESIGNATE:

(1) ABERNAT, ALA. (VHF) INTSXN - the intsxn of the SW course of the Birmingham, Ala. ILS lclzr and the 086°T radial of the Tuscaloosa, Ala. VOR.

(2) ADVANCE, IND. (VHF) INTSXN - the intsxn of the 045°T radial of the Terre Haute, Ind. VOR and the 309°T radial of the Indianapolis, Ind. VOR.

(3) BOGEDA, CALIF. (VHF) INTSXN - the intsxn of the 306°T radial of the Point Reyes, Calif. VOR and the 172°T radial of the Ukiah, Calif. VOR.

(4) CALHOUN, ALA. (VHF) INTSXN - the intsxn of the 230°T radial of the Montgomery, Ala. VOR and the 129°T radial of the Craig, Ala. VOR.

(5) CATSKILL, N.Y. (VHF) INTSXN - the intsxn of the 186°T radial of the Albany, N.Y. VOR and the 336°T radial of the Poughkeepsie, N.Y. VOR.

(6) CHELSEA, ALA. (VHF) INTSXN - the intsxn of the 145°T radial of the Birmingham, Ala. VOR and the 249°T radial of the Anniston, Ala. VOR.

(7) CHIPLEY, GA. (VHF) INTSXN - the intsxn of the 018°T radial of the Columbus, Ga. VOR and the 135°T radial of the LaGrange, Ga. VOR.

(8) CLAIBORNE, OHIO (VHF) INTSXN - the intsxn of the 144°T radial of the Findlay, Ohio VOR and the 060°T radial of the Dayton, Ohio VOR.

(9) CONES, CALIF. (VHF) INTSXN - the intsxn of the 288°T radial of the Blythe, Calif. VOR and the 050°T radial of the Thermal, Calif. VOR.

(10) CONNELL, WASH. (LF & VHF) INTSXN - the intsxn of the 076°T radial of the Yakima, Wash. VOR and a 322°T bearing to Larson, Wash. RBN.

(11) CRAIG AFB, ALA. VOR.

(12) DRESDEN, ONT. (VHF) INTSXN - the intsxn of the 079°T radial of the Salem, Mich. VOR and the 060°T radial of the Windsor, Ont. VOR and the 294°T radial of the Erie, Pa. VOR and the 239°T radial of the London, Ont. VOR.

(13) ELMIRA, CALIF. (VHF) INTSXN - the intsxn of the 233°T radial of the Sacramento, Calif. VOR and the S course of the Travis, Calif. LFR.

(14) FAIRPORT, OHIO (VHF) INTSXN - the intsxn of the 260°T radial of the Erie, Pa. VOR and the 049°T radial of the Cleveland, Ohio VOR.

(15) FARMINGTON, PA. (VHF) INTSXN - the intsxn of the 299°T radial of the Grantsville, Md. VOR and the 046°T radial of the Morgantown, W. Va. VOR.

(16) GENEVA, GA. (VHF) INTSXN - the intsxn of the 086°T radial of the Columbus, Ga. VOR and the 135°T radial of the LaGrange, Ga. VOR.

(17) GOLDSMITH, TEX. (VHF) INTSXN - the intsxn of the 282°T radial of the Midland, Tex. VOR and the 066°T radial radial of the Wink, Tex. VOR.

(18) GRIFFIN, GA. (VHF) INTSXN - the intsxn of the 151°T radial of the Altanta, Ga. VOR and the 077°T radial of the LaGrange, Ga. VOR.

(19) HELENA, ALA. (VHF) INTSXN - the intsxn of the 180°T radial of the Birmingham, Ala. VOR and the 086°T radial of the Tuscaloosa, Ala. VOR.

(20) ISLAND, TENN. (LF & VHF) INTSXN - the intsxn of the W course of the Memphis, Tenn. ILS lclzr and a 042°T bearing from the Bruins, Ark. Rbn. (Depict on Memphis Term. Area VOR and LF Holding Charts)

(21) JACK, TEX. (VHF) INTSXN - the intsxn of the 090°T radial of the Midland, Tex. VOR and the 136°T radial Big Springs, Tex. VOR.

(22) JEFFERSON, ALA. (VHF) INTSXN - the intsxn of the 089°T radial of the Meridian, Miss. VOR and the 194°T radial of the Tuscaloosa, Ala. VOR.

(23) KEYSER, W.VA. (VHF) INTSXN - the intsxn of the 096°T radial of the Morgantown, W. Va. VOR and the 129°T radial of the Grantsville, Md. VOR.

(24) LAVA, N. MEX. (VHF) INTSXN - the intsxn of the 105°T radial of the Zuni, N.Mex. VOR and the 254°T radial of the Grants, N. Mex. VOR.

(25) LEEDS, ALA. (VHF) INTSXN - the intsxn of the 265°T radial of the Anniston, Ala. VOR and the 118°T radial of the Birmingham, Ala. VOR.

(26) LEGION, ALA. (VHF) INTSXN - the intsxn of the SW course of the Birmingham, Ala. ILS lclzr and the 265°T radial of the Anniston, Ala. VOR.

(27) LEHIGH, ALA. (VHF) INTSXN - the intsxn of the 048°T radial of the Birmingham, Ala. VOR and the 312°T radial of the Anniston, Ala. VOR.

(28) LONE OAK, GA. (VHF) INTSXN - the intsxn of the 018°T radial of the Columbus, Ga. VOR and the 077°T radial of the LaGrange, Ga. VOR.

(29) MALONE, N.Y. (VHF) INTSXN - the intsxn of the 096°T radial of the Massena, N.Y. VOR and the 211°T radial of the Montreal, Canada, VOR.

(30) MARSHALL, WIS. (VHF) INTSXN - the intsxn of the 273°T radial of the Milwaukee, Wis. VOR and the 002°T radial of the Janesville, Wis. VOR.

(31) MEADVILLE, PA. (VHF) INTSXN - the intsxn of the 174°T radial of the Erie, Pa. VOR and the 108°T radial of the Jefferson, Ohio VOR.

(32) MOORESVILLE, N.C. (LF) INTSXN - the intsxn of the N course of the Charlotte, N.C. LFR and the SW course of the Greensboro, N.C. LFR. (Formerly compulsory reporting point).

(33) MT. SYLVAN, TEX. (VHF) INTSXN - the intsxn of the NW course of the Tyler, Tex, ILS lclzr and the 273°T radial of the Gregg County, Tex. VOR.

(34) NATHAN, ALA. (VHF) INTSXN - the intsxn of the 333°T radial of the Birmingham, Ala. VOR and the 030°T radial of the Tuscaloosa, Ala. VOR.

(35) OMAHA, GA. (VHF) INTSXN - the intsxn of the 088°T radial of the Montgomery, Ala. VOR and the 195°T radial of the Columbus. Ga. VOR.

(36) PHELAN, CALIF. (VHF) INTSXN - the intsxn of the 235°T radial of the Daggett, Calif. VOR and the 124°T radial of the Palmdale, Calif. VOR.

(37) PICAYUNE, MISS. (VHF) INTSXN - the intsxn of the 036°T radial of the New Orleans, La. VOR and the 155°T radial of the McComb, Miss. VOR.

(38) PRESTON, N. J. (VHF) INTSXN - the intsxn of the 236°T radial of the Idlewild, N. Y. VOR and the 339°T radial of the Colts Neck, N. J. VOR.

(39) REYES, CALIF. (VHF) INTSXN - the intsxn of the 073°T radial of the Santa Barbara, Calif. and the 312°T radial of the Fillmore, Calif. VOR.

(40) RICHMOND, TEX. (VHF) INTSXN - the intsxn of the 255°T radial of the Houston, Tex. VOR and the 106°T radial of the Eagle Lake, Tex. VOR.

(41) ROWENA, TEX. (VHF) INTSXN - the intsxn of the 024°T radial of the San Angelo, Tex. VOR and the 121°T radial of the Big Springs, Tex. VOR.

(42) SOMERSET, TEX. RADIOBEACON.

(43) STERLING, TEX. (VHF) INTSXN - the intsxn of the 293°T radial of the San Angelo, Tex. VOR and the 151°T radial of the Big Spring, Tex. VOR.

(44) SUWANEE, N. MEX. (VHF) INTSXN - the intsxn of the 254°T radial of the Albuquerque, N. Mex. VOR and the 108°T radial of the Grants, N. Mex. VOR.

(45) TIMPIE, UTAH (VHF) INTSXN - the intsxn of the 315°T radial of the Utah Lake, Utah VOR and the 265°T radial of the Salt Lake City, Utah VOR.

(46) WARRIER, ALA. (VHF) INTSXN - the intsxn of the 057°T radial of the Meridian, Miss. VOR and the 194°T radial of the Tuscaloosa, Ala. VOR.

(47) WILTON, ALA. (VHF) INTSXN - the intsxn of the 180°T radial of the Birmingham, Ala. VOR and the 111°T radial of the Tuscaloosa, Ala. VOR.

(48) McDOUGALL, ALASKA (VHF) INTSXN - the intsxn of the NW course of the Anchorage, Alaska LFR and the E course of the Skwentna, Alaska LFR.

REDESIGNATE:

(1) ADENA, OHIO (VHF) INTSXN - the intsxn of the 267°T radial of the Wheeling, W.Va. VOR and the 024°T radial of the Parkersburg, W. Va. VOR.

(2) BALTIC, OHIO (VHF) INTSXN - the intsxn of the 121°T radial of the Mansfield, Ohio VOR and the 281°T radial of the Wheeling, W.Va. VOR.

(3) BRAY, OKLA. (VHF) INTSXN - the intsxn of the 043°T radial of the Wichita, Falls, Tex. VOR and the 180°T radial of the Oklahoma City, Okla. VOR.

(4) BREMERTON, WASH. (VHF) INTSXN - the intsxn of the 015°T radial of the Olympia, Wash. VOR and the 292°T radial of the Seattle, Wash. VOR.

(5) BRIAR HILL, OHIO (VHF) INTSXN - the intsxn of the 050°T radial of the Appleton, Ohio VOR and the 121°T radial of the Mansfield, Ohio VOR.

(6) CANARD, MICH. (VHF) INTSXN - the intsxn of the 076°T radial of the Carleton, Mich. VOR and the 123°T radial of the Salem, Mich. VOR.

(7) CAPE ROMANO, FLA. (VHF) INTSXN - the intsxn of the 276°T radial of the Miami, Fla. VOR and the 177°T radial of the Fort Myers, Fla. VOR.

(8) CAREY, OHIO (VHF) INTSXN - the intsxn of the 148°T radial of the Waterville, Ohio VOR and the 069°T radial of the Findlay, Ohio VOR.

(9) CONCORD, GA. (VHF) INTSXN - the intsxn of the 174°T radial of the Atlanta, Ga. VOR and the 077°T radial of the LaGrange, Ga. VOR.

(10) CONVERSE, LA. (VHF) INTSXN - the intsxn of the 123°T radial of the Gregg Co., Tex. VOR and the 176°T radial of the Shreveport, La. VOR.

(11) CROOKS, OHIO (VHF) INTSXN - the intsxn of the 308°T radial of the Parkersburg, W. Va. VOR and the 029°T bearing to Zanesville, Ohio Rbn.

(12) DAISETTA, TEX. (VHF) INTSXN - the intsxn of the 044°T radial of the Houston, Tex. VOR and the 298°T radial of the Beaumont, Tex. VOR.

(13) DEATSVILLE, ALA. (VHF) INTSXN - the intsxn of the 358°T radial of the Montgomery, Ala. VOR and the 073°T radial of the Craig, Ala. VOR.

(14) DETROIT RIVER, MICH. (VHF) INTSXN - the intsxn of the 097°T radial of the Carleton, Mich. VOR and the 140°T radial of the Salem, Mich. VOR.

(15) FORT SILL, OKLA. (VHF) INTSXN - the intsxn of the 069°T radial of the Lawton, Okla. VOR and the 202°T radial of the Oklahoma City, Okla. VOR.

(16) HAWKINS, CALIF. (VHF) INTSXN - the intsxn of the 024°T radial of the Long Beach, Calif. VOR and the 057°T radial of the Los Angeles, Calif. VOR. and the 335°T radial of the Ontario, Calif. VOR.

(17) JOSHUA, TEX. (VHF) INTSXN - the intsxn of the 265°T radial of the Britton, Tex. VOR and the 158°T radial of the Fort Worth, Tex. VOR.

(18) JUNCTION CITY, GA. (VHF) INTSXN - the intsxn of the 174°T radial of the Atlanta, Ga. VOR and the 086°T radial of the Columbus, Ga VOR.

(19) KENT, ALA. (VHF) INTSXN - the intsxn of the 049°T radial of the Montgomery, Ala. VOR and the 266°T radial of the Columbus, Ga. VOR.

(20) LEWISBURG, OHIO (VHF) INTSXN - the intsxn of the 060°T radial of the Dayton, Ohio VOR and the 279°T radial of the Appleton, Ohio VOR.

(21) LONG BEACH, N.Y. (LF) INTSXN - the intsxn of the SW course of the Mitchel, N.Y. LFR, the SE course of the Idlewild, N.Y. LFR and the 139°T radial of the Idlewild, N.Y. VOR.

(22) LONG BEACH, N.Y. (VHF) INTSXN - the intsxn of the SW course of the Mitchel, N.Y. LFR and the 139°T radial of the Idlewild, N.Y. VOR.

(23) MADRAS, GA. (VHF) INTSXN - the intsxn of the 018°T radial of the Columbus, Ga. VOR and the 232°T radial of the Atlanta, Ga. VOR.

(24) MARVYN, ALA. (VHF) INTSXN - the intsxn of the 251°T radial of the Columbus, Ga. VOR and the 189°T radial of the LaGrange, Ala. VOR.

(25) MECHANICSBURG, OHIO (VHF) INTSXN - the intsxn of the 224°T bearing to Springfield, Ohio Rbn and the 080°T radial of the Dayton, Ohio VOR and the 169°T radial of the Findlay, Ohio VOR.

(26) MOOREFIELD, OHIO (VHF) INTSXN - the intsxn of the 267°T radial of the Wheeling, W. Va. VOR and the 121°T radial of the Mansfield, Ohio and the 006°T radial of the Parkersburg, W. Va. VOR.

(27) MT. HOPE, OHIO (VHF) INTSXN - the intsxn of the 050°T radial of the Appleton, Ohio VOR and the 100°T radial of the Mansfield, Ohio VOR.

(28) PARK, MICH. (VHF) INTSXN - the intsxn of the 123°T radial of the Salem, Mich. VOR and the 261°T radial of the Windsor, Ont. VOR.

(29) PELEE, ONTARIO (VHF) INTSXN - the intsxn of the 097°T radial of the Carleton, Mich. VOR and the 147°T radial of the Windsor, Ont. VOR.

(30) PITTSBORO, IND. (VHF) INTSXN - the intsxn of the 045°T radial of the Terre Haute, Ind. VOR and the 324°T radial of the Indianapolis, Ind. VOR.

(31) ROBERTA, GA. (VHF) INTSXN - the intsxn of the 266°T radial of the Macon, Ga VOR and the 151°T radial of the Atlanta, Ga. VOR.

(32) ROOPVILLE, GA. (VHF) INTSXN - the intsxn of the 262°T radial of the Atlanta, Ga. VOR and the 011°T radial of the LaGrange, Ga. VOR.

(33) SAFFORD, ALA. (VHF) INTSXN - the intsxn of the 282°T radial of the Montgomery, Ala. VOR and the 234°T radial of the Craig, Ala. VOR.

(34) SAGINAW, TEX. (VHF) INTSXN - the intsxn of the N course of the Ft. Worth (Meacham Fld), Tex. ILS lclzr and the 076°T radial of the Mineral Wells, Tex. VOR.

(35) ST. MARKS, FLA. (VHF) INTSXN - the intsxn of the 150°T radial of the Tallahassee, Fla. VOR and the 236°T radial of the Valdosta, Ga. VOR.

(36) SHADY GROVE, ALA. (VHF) INTSXN - the intsxn of the 123°T radial of the Montgomery, Ala. VOR and the 237°T radial of the Columbus, Ga. VOR.

(37) TALLAPOOSA, GA. (VHF) INTSXN - the intsxn of the 084°T radial of the Anniston, Ala. VOR and the 357°T radial of the LaGrange, Ga. VOR and the W course of the Atlanta, Ga. ILS lclzr.

(38) TEMPLE, GA. (VHF) INTSXN - the intsxn of the W course Atlanta, Ga. ILS lclzr and the 011°T radial of the LaGrange, Ga. VOR.

(39) TIVERTON (VHF) INTSXN - the intsxn of the 050°T radial of the Appleton, Ohio VOR and the 149°T radial of the Mansfield, Ohio VOR.

(40) UPPER SANDUSKY (VHF) INTSXN - the intsxn of the 148°T radial of the Waterville, Ohio VOR and the 097°T radialof the Findlay, Ohio VOR.

(41) WALLING, N. J. (VHF) INTSXN - the intsxn of the 236°T radial of the Idlewild, N.Y. VOR and the 360°T radial of the Colts Neck, N. J. VOR and the SW course of the LaGuardia, N.Y. ILS lclzr.

(42) WELLPINIT, WASH. (VHF) INTSXN - the intsxn of the 284°T radial of the Mullan Pass, Mont. VOR and the 132°T radial of the Spokane, Wash. VOR.

(43) WEST JEFFERSON, OHIO (VHF) INTSXN - the intsxn of the 262°T radial of the Appleton, Ohio VOR and the 157°T radial of the Findlay, Ohio VOR.

(44) WHITE FISH, ILL. (VHF) INTSXN - the intsxn of the 091°T radial of the Wheeling, Ill. VOR and the 013°T radial of the Chicago Heights, Ill. VOR.

(45) BOOTH INTSXN - the intsxn of the 326°T radial of the Montgomery, Ala. VOR and the 081°T radial of the Craig, Ala. VOR.

CANCEL:

(1) CLAYTON, TEX. (VHF) INTSXN - the intsxn of the 315° mag radial of the Dalhart, Tex. VOR and the 089° mag radial of the Raton, N. Mex. VOR.

(2) CONNELLSVILLE, PA. (VHF) INTSXN - the intsxn of the 137° mag radial of the Pittsburgh, Pa. VOR and the 026° mag radial of the Morgantown, W. Va. VOR.

(3) DORSET, OHIO (VHF) INTSXN - the intsxn of the 290° mag radial of the Fitzgerald, Pa. VOR and the 004° mag radial of the Youngstown, Ohio VOR.

(4) FREDERICKTOWN, OHIO (VHF) INTSXN - the intsxn of the 120° mag radial of the Findlay, Ohio VOR and the 209° mag radial of the Mansfield, Ohio VOR.

(5) GRANTSVILLE, MD. (VHF) INTSXN - the intsxn of the 137° mag radial of the Pittsburgh, Pa. VOR and the 200° mag radial of the Johnstown, Pa VOR.

(6) GREENVILLE, ALA. (VHF) INTSXN - the intsxn of the 227° mag radial of the Montgomery, Ala. VOR and a 322° mag bearing to Craig, Ala. VOR.

(7) HAMILTON, GA. (VHF) INTSXN - the intsxn of the 018° mag radial of the Columbus, Ga. VOR and the 121° mag radial of the LaGrange, Ga. VOR

(8) HOMER, OHIO (VHF) INTSXN - the intsxn of the 187° mag radial of the Mansfield, Ohio VOR and the 234° mag bearing to Columbus, Ohio LFR.

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(9) JACKSON, MICH. (VHF) INTSXN - the intsxn of the 050°T radial of the Litchfield, Mich. VOR and the 257°T radial of the Salem, Mich. VOR. (Designated as compulsory).

(10) MALTA, OHIO (VHF) INTSXN - the intsxn of the 302° mag radial of the Parkersburg, W. Va. VOR and the 358° mag bearing to Zanesville, Ohio Rbn.

(11) NEWARK, OHIO (VHF) INTSXN - the intsxn of the 179° mag radial of the Mansfield, Ohio VOR and the 263° mag bearing to Columbus, Ohio LFR.

(12) PENN MEAD, PA. (VHF) INTSXN - the intsxn of the 180° mag radial of the Erie, Pa. VOR and the 290° mag radial of the Fitzgerald, Pa. VOR.

(13) PYLE, PA. (VHF) INTSXN - the intsxn of the 051° mag radial of the Morgantown, W. Va. VOR and the 137° mag radial of the Pittsburgh, Pa. VOR.

(14) RICHWOOD, OHIO (VHF) INTSXN - the intsxn of the 144° mag radial of the Findlay, Ohio VOR and the 061° mag radial of the Dayton, Ohio VOR.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Bellingham	**Seattle**	**WAC 137**
Elko	**Seattle Local**	**WAC 215**
Klamath Falls	**RC 2217**	**WAC 304**
Portland	**RC 2218**	**WAC 305**
Reno		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Albuquerque	**10-25-56**	**San Diego**	**10-29-56**	**WAC 468**	**10-24-56**
Austin	**10-29-56**	**Brownsville Local**	**10-31-56**	**WAC 469**	**10-26-56**
Corpus Christi	**10-25-56**	**WAC 136**	**10-31-56**	**WAC 522**	**10-29-56**
Del Rio	**10-25-56**	**WAC 406**	**10-25-56**	**3073**	**10-31-56**
Roswell	**10-29-56**				

Instrument Flight Charts released since October 22, 1956

AL 45 RNG	Bellingham Arpt, Wash.	AL 375 ILS	San Francisco Intnl, Calif.
AL 120 RNG	Dickinson Arpt, N. Dak.	AL 626 ILS	Boston-Bedford Arpt, Mass.
AL 196 RNG	Houlton Arpt, Me.	AL 862 ILS	Baldwin-Quincy Arpt, Ill.
AL 270 RNG	Selman Field, La.	AL 94 ADF-1	(NAS)Mun Port Columbus, Ohio
AL 304 RNG	Omaha Arpt, Nebr.	AL 218 ADF	McGhee-Tyson Arpt, Tenn.
AL 375 RNG	San Francisco Intnl, Calif.	AL 236 ADF	Long Beach Arpt, Calif.
AL 430 RNG	Tucson Arpt, Ariz.	AL 270 ADF	Selman, Field, La.
AL 700 RNG	Sitka Harbor, Alaska	AL 304 ADF	Omaha Arpt, Nebr.
AL 814	Roosevelt Lake, Ariz.	AL 375 ADF	San Francisco Intnl, Calif.
AL 818 RNG	Jordon Reservoir, Ala.	AL 626 ADF	Boston-Bedford Arpt, Mass.
AL 819 RNG	Mitchell Reservoir, Ala.	AL 800 ADF	Lumberton Arpt, N. C.
AL 821 RNG	Lake Catawba, S. C.	AL 862 ADF	Baldwin-Quincy Arpt, Ill.
AL 822 RNG	Buchanan Lake, Tex.	AL 48 VOR	Billings Arpt, Mont.
AL 831 RNG	Bartletts Ferry, Ala.	AL 120 VOR	Dickinson Arpt, N. Dak.
AL 834 RNG	San Carlos Lake, Ariz.	AL 198 VOR-1	Houston Intnl Arpt, Tex.
AL 847 RNG	Eagle Mountain Lake, Tex.	AL 198 VOR-2	Houston Intnl Arpt, Tex.
AL 963 RNG	NAF Annapolis, Md.	AL 253 VOR	Memphis Arpt, Tenn.
AL 84 ILS-2	Cleveland-Hopkins Arpt, Ohio	AL 270 VOR	Selman Field, La.
AL 94 ILS-1	(NAS)Mun Port Columbus, Ohio	AL 304 VOR	Omaha Arpt, Nebr.
AL 159 ILS-1	Meacham Field, Tex.	AL 375 VOR	San Francisco Intnl, Calif.
AL 159 ILS-2	Meacham Field, Tex.	AL 444 VOR	Watertown Arpt, S. Dak.
AL 236 ILS	Long Beach Arpt, Calif.	AL 774 VOR	Upolu Arpt, T. H.
AL 270 ILS	Selman Field, La.	AL 807 VOR	Gregg Arpt, Tex.
AL 304 ILS	Omaha Arpt, Nebr.	AL 862 VOR	Baldwin-Quincy Arpt, Ill.

RF 3, 4, 5
RF Location Index
RF - VOR San Antonio Terminal Area

NEW CHARTS

AL 701 RNG **Bethpage, New York** **Grumman Arpt.**

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - **Month and day item was reported.**
****** - **New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.**
★ - **New or revised radio data. Pilots should inscribe this information on charts and records.**
NOTE - **Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.**

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance (11-2)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

**BIRMINGHAM-SPECIAL NOTICE: Effective Dec 13, Caution Area C-445 will be rescinded.

BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (8-30)

BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

**DOTHAN ARPT: 154' (469.7'MSL) lgtd rdo twr erected 4.0 n mi E (110°T) at lat 31-13-02, long 85-23-32. (10-5)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-BATES FLD-TOWER: Lclzr & glide slope shut down. FLD: Trans & lcl acft not permitted park. space on Admin Bldg ramp xcpt enplaning & deplaning passengers. Use E side fld.

MONTGOMERY-DANNELLY FLD-TOWER: Oct 17, ILS glide slope, MM and LMM shut down until approx Jan 1 - relctn. Lclzr, OM and LOM remain in opern. (10-17) FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail. days, easternmost 6000' avail. sunset-sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider daylgt hrs. (11-8)

ARIZONA: AJO ARPT: Beacon and lights inop. (6-18)

**CACTUS-NORTH PHOENIX ARPT: Reinstated. Deleted in error. Type: L. Lat: 33-36; long. 112-02. Lctn: 0.5 mi E. Elev: 1450'. No. of rnways: 2. Lngst rnwy & facs: 35. Remarks: P-line W. Surd. by mountains. Vegetation - ruf. (29A-10-29-52)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

ELDORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)

**FLORENCE JUNCTION ARPT: Reinstated. Deleted in error. Type: L. Lat: 33-15; long. 111-21. Lctn: 1 mi SW. Elev: 1900'. No. of rnwys: 1. Lngst rnwy & facs: 53. Remarks: Rolling. Hill NNE. (8-20)

FORT HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until Dec 15, 1956 - artillery firing and drone flying. (9-10)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (11-5)

ARIZONA: **GILA BEND-C. L. STEPHENS RANCH ARPT: Reinstated. Deleted in error. Type: P. Lat 33-03; long. 112-54. Lctn: 13 mi NW. Elev: 650'. No. of rnwys: 1. Lgst rnwy & facs: 26; Fuel: F2. Remarks: P-line E. (8-21)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

**HASSAYAMPA-SPECIAL NOTICE: Effect Nov 15, 1956, Caution Area (C-422) is rescinded.

**MANY FARMS ARPT: Reinstated. Deleted in error. Type: L. Lat: 36-21, long. 109-37. Lctn: 0.2 mi E. Elev: 5300'. No. of rnwys: 1. Lngst rnwy & facs: 24. Remarks: Soft when wet - erosion. (8-28)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission of arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

**ROUND ROCK ARPT: Reinstated. Deleted in error. Type: L. Lat 36-30; long. 109-29. Lctn: 1 mi S. Elev: 5400'. No. of rnwys: 1. Lngst rnwy & facs: 33. Remarks: Caution-soft when wet - erosion. (8-28)

SALOME, SITE # 27B, LAX-PHX: Caution - puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage 360°-050°, 35 n mi at 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi at 11,000'; 075°-085°, 21 n mi at 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**WHITE RIVER-FORT APACHE ARPT: Reinstated. Deleted in error. Type: L. Lat 33-49, long. 109-59. Lctn: 3 mi S. Elev: 5109. No. of rnwys: 1. Lngst rnwy & facs: 42. Remarks: Surd. by mts. Lndg area ruf due vegetation. (9-12)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: CLARKSVILLE ARPT: Rnwy lgts temp. inop. (10-9)

HARRISON ARPT: Fld clsd ngts.

NORTH LITTLE ROCK-CENTRAL ARPT: Fld clsd to all operns - const. (3-1)

**PINE BLUFF-GRIDER ARPT: 147' (351' MSL) water tank erected 2.9 n mi NNE (30°T) at lat 34-13-17, long. 91-54-25. (10-5)

**SPRINGDALE ARPT: NE/SW rnwy clsd. (3-14)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

CALIFORNIA: ARCATA-RADIO: About Nov 13, LFR will be shut down until approx Nov 23.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°, 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

✱BURBANK-LOCKHEED AIR TERMINAL-TOWER: Nov 1, rvcr 122.5 mc replaced with 122.7 mc. (11-5)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Clsd. (8-30)

**DOS PALOS-EAGLE ARPT: Rnwy lgts discontd. (10-15)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FAIRFIELD-SUISUN ARPT: Unattended - no fuel available. (8-30)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000; 280°-320°, 26 n mi at 11,000'.

FT JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

CALIFORNIA: FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down until approx Feb 1, 1957, relctn. (10-8) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11, large equip working in rnwy extension area. (7-5)

**FRESNO-SIERRA SKY PARK ARPT: Attended 24 hr., 80/87 oct fuel, flares prior request.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

KLAMATH-McBETH ARPT: Clsd. (6-13)

✱LOMA PORTAL-RADIO: Change name to "San Diego (Loma Portal)". Voice call "Lindbergh Tower". (10-24)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and tk-offs. Rnwy 12 clsd. (6-27) About Nov 16, neon apch lgt lane will be decmsnd. Three SE neon lgts scheduled for Oct 12 decmsng will continue operg until Nov 16.

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Lgt to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Effect Nov 5, hi-intensity apch lgts rnwy 25L will be converted from slope line sys to centerline sys configuration A. No interruption to service xcpt green threshold lgts of slope line sys intermittently inop during conversion. (10-17)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

NATIONAL CITY ARPT: Extensive const around arpt. 75' obsts E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

CALIFORNIA: OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communciations channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.

**OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Light plane gravel area perm clsd. NORDO acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)

OCEANSIDE-RADIO: VOR coverage restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

**PETALUMA-SKY RANCH ARPT: Unicom. (10-11)

**POINT REYES-SPECIAL NOTICE: Effect. Dec 13, Warning Area W-513 in use 0800-2000 daily, with floor 700'MSL, estab as follows: beginning at lat 38-03-20, long. 123-12-00; thence to lat 38-01-30, long. 123-11-10; to lat 37-56-00, long 123-10-00; lat 37-53-20, long. 123-04-55; lat 37-47-00, long. 103-00-00; lat 37-43-00, long. 124-00-00; lat 37-50-00, long. 124-24-30; lat 38-00-00, long. 123-23-00 to point of beginning. (11-7)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

**RINCON-LAZY H SKY RANCH ARPT: Closed to public - avail. only on written permission of owner. (10-20)

SACRAMENTO ARPT: Twr tfc operg in SW quad should excercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN BERNARDINO ARPT: Only one rnwy avail - (11-29) 4600' unpaved. (10-10)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam

**SAN FRANCISCO-SPECIAL NOTICE: Effect. Dec 13, Warning Area W-260 redefined as follows: beginning at lat 39-00-00, long. 123-56-30; thence to lat 38-03-20, long. 123-12-00; lat 38-00-00, long. 123-23-00; lat 37-50-00, long. 124-24-30; lat 38-05-30, long 125-22-00; lat 38-52-00, long. 125-52-30 to point of beginning. (11-7)

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc.

SAN FRANCISCO-INTN'L ARPT-TOWER: About Nov 30 rcvr 122.5 mc will be replaced by 122.7 mc. (11-7)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt.Land at own risk.

CALIFORNIA: ★SANTA ANA-EL TORO MCAS-RADIO: Rng freq changed from 407 to 410 kc.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°,075°,210°,260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Rnwy 16-34 clsd. All taxiways xcpt taxiway A clsd. Excavation with hvy equip in progress in all clsd areas-mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528'MSL. (8-3)

THERMAL-RADIO: VOR and DME coverave 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

TULARE ARPT: Closed - reconstruction. (5-18)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

★VAIL LAKE-RADIO: USAF homing fac decmsnd. (11-2)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

COLORADO: AKRON-RADIO: Oct 9, VOR shut down until approx Nov 15. During shut down the following arwys are not usable for IFR opern; V-8S Akron-Bennett Int; V-220 Akron-Longmont. Temp minimum en route alt on following arwys will be: V-8 Denver VOR to Akron Int. MEA 9000'; Akron int. to Imperial VOR MEA 7000'. V-132 Cheyenne VOR to Akron Int. MEA 11,000'; Akron Int. to Goodland VOR MEA 9,000'. (Akron Int. is being estab as the int of the Denver VOR 062° M radial and the Thurman VOR 348° M radial.)

CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk. (10-29)

★COLORADO SPRINGS-RADIO: Oct 30, H fac changed from 239 kc to 407 kc. (11-5)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

**STRATTON ARPT: Abandoned. (10-2)

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270° - 285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Extensive glider activity weekends and evenings.

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF inop.(8-18) About Nov 9, rcvr 122.5mc will be replaced with 122.7 mc. (10-16) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn;17 to 22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2mc, 318.2mc and 348.6mc only in Washington Metropolitan Area. About Nov 10, freq 348.6 mc will be decmsnd & freq 362.3 will be cmsnd. (11-5)

DIST. OF COLUMBIA: WASHINGTON NATIONAL ARPT-TOWER: About Nov 9, rcvr 122.5 mc will be replaced with 122.7 mc. (10-16) FLD: Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs withour prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and night operns. 90' pile driver operg on apch end rnwy 36. (7-20)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200' (346' MSL) lgtd steel stack being erected 1.3 n mi E.

**CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontinued. (10-10) 250' (269' MSL) lgtd twr erected 7.0 n mi ENE (85°T) at lat 26-45-27, long 80-55-08. (11-1)

COCOA ARPT: N/S rnwy closed. E/W rnwy under const. Fill operns on E end. Caution.

DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157°radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.

**DE LAND ARPT: 203' lgtd twr erected 4.0 n mi S (186°T) at lat 29-00-00, long 81-17-29.

**FORT MYERS-PAGE ARPT: 248' (257' MSL) lgtd rdo twr erected 4.0 n mi N (14°T) at lat 26-38-42, long 81-52-10. (10-2)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

★JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: July 3, trans and rcvr 119.7 mc cmsnd. (11-1)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all night operns.

KEY WEST-INTERNATIONAL ARPT: Caution new fld under const. No night operns. Const equip. on and about rnwys. Rnwys 3-21 and 11-29 perm clsd; rnwy 16-34 clsd; rnwy 8-26 temp open. Large or fast acft taking-off from rnwy 8 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (9-21)

LABELLE MUN ARPT: 275' (311 MSL) lgtd twr being erected 1.0 n mi NNW (351°T) at lat 26-45-56, long 81-26-15. (11-1)

LONGWOOD-SLADE ARPT: New fld reported - Lat 28-42; long 81-22. Lctn: 2 mi W. Elev: 110'. No. of rnwys: 1. Lngst rnwy & facs: 26-S5. Fuel: 80 octane. Remarks: P-line S. (10-29)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MIAMI-RADIO: About Jan 10, N course LFR will be realigned from 160° to 136°. (10-17)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)

FLORIDA: NAPLES-AMERICA ARPT: 125'(131'MSL) lgtd twr being erected 1.0 n mi SW (240°T) at lat 26-08-23, long 81-47-49. 175' (185'MSL) lgtd twr being erected 11.0 n mi N (1° T)at lat 26-20, long 81-46 (11-1).

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

**PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. Use rnwys only. Fld lgts operated sunset-sunrise. Fld unattended 2300-0600C. (10-8

PENSACOLA-SPECIAL NOTICE: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylight hours, Monday thru Saturday. Intensive ngt flight trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air traffic using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

**PORT ST. JOE-SPECIAL NOTICE: 178' (188' MSL) lgtd rdo twr erected 0.85 n mi SE at lat 29-47-23, long 85-17-14. (8-27)

PUNTA GORDA-CHARLOTTE CO. ARPT: 150' (155' MSL) lgtd twr being erected 2.6 n miSE.

**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: Rnwy 16-34 closed - mrkd as ramp and taxiway. (9-10)

**ST. PETERSBURG-WHITTED ARPT: Formerly carried as Whitted Arpt, CGAS. (10-12)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

★TALLAHASSEE-DALE MABRY FLD-TOWER: Trans and rcvr 243.0 mc cmsnd. Trans and revr 121.9 mc cmsnd for ctl mobile gnd tfc. Class: AC(g). (10-30) FLD: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier night operns. Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long 84-10. (8-27)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intn'l and Pinellas County Intn'l control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

VERO BEACH-HIBUSCUS AIRPARK: Closed - construction. (10-20)

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE: Effective 20 Sept. Form 511.1 dated November 12, 1954, Missed Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand feet and proceed on SW course ATL LFR within 20 miles."

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated February 15. All jet type acft operg on IFR flight plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance account bends and roughness.

ATLANTA ARPT: Acft arriving arpt make initial contact with Atlanta apch ctl on 120.7 mc regardless of wea or flight plan. Aircraft not equipped for 2-way commun on 120.7 mc will use other available freq. (3-6) Runway 33 R-15L closed. (4-21) Runway 27R-9L open days at discretion of control tower for aircraft 10,000 lbs and under. (11-16)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT-TOWER: November 6 thru November 11, mobile control tower will oper 0800-2100. Located: SSE side near intersection runways 29 and 26. Trans freq:278kc, 118.1, 126.18, and 257.8 mcs. Rcvg:3023.5kc, 118.1, 126.18, 257.8, and 122.5 mc. Voice call: "Brunswick". (9-24)

(13 Nov 1956)

GEORGIA **CAMILLA ARPT: 218'(566'MSL) lgtd rdo twr erected 11.0 n mi SE (143°T) at lat 31-04-30, long 84-07-39. (10-1)
COLUMBUS-RADIO: Caution - courses LFR have moderate to severe multiples. (8-29) Oct 23, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long. 85-01-06, 6.2 n mi NW of arpt. (8-20) During shutdown VOR, MEA V-56 and V-154 Montgomery to Junction City int 4400'. Hamilton Int redesignated 198° radial of Atlanta and 271° radial of Macon MEA 4400'. MRA V-134 Hamilton Int to Atlanta 4400. V-56N and V-154N Montgomery,Ala. to Columbus, Ga. and V-134 Shady Grove to Columbus unusable. Marvyn Int and Madras VOR Int unusable. Kent Int unusable, Shady Grove Int redesignated 058° radial of Evergreen VOR and 120° radial of Montgomery VOR, MEA 4200', V-134 Evergreen VOR to Shady Grove 4200'. (10-23) Int of 52° bearing from Columbus LOM and NE course Columbus LFR or 198° radial of Atlanta VOR MRA 4400' is designated as Glenn Int. Holding is not authorized. MEA from Glenn Int to Columbus LOM is 2000'MSL. (11-6)
COLUMBUS ARPT: E/W rnwy clsd - const. (8-14)
**COLUMBUS-MUSCOGEE COUNTY ARPT: Caution-due unlgtd trees in apch area to rnwy 5, approx 1000 ft of rnwy unusable. No ngt lndg rnwy 5, no ngt takeoff rnwy 23. (11-1)
LA GRANGE-RADIO: Oct 23, VOR shut down - relctn. About Dec 15 will be recmsnd at lat 33-02-54, long 85-12-24, 7 n mi NW of La Grange arpt.(10-23) Deatsville VOR Int, Madras VOR Int, Roopville Int, Temple Int, unusable. V-20 Atlanta to Montgomery MEA 4000'. Concord Int temp designated as Atlanta 172° and Macon 305° radials at arwy alt.(10-24)
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
**ROME-RUSSELL ARPT: 168'(783'MSL) lgtd rdo twr erected 6.9 n mi SSE (159°T) at lat 34-15-23, long 85-07-30. (10-5)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°,usable to 10n mi.
IDAHO BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000'
** beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Runway 16-34 closed permanently. (10-18)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: Oct 23, VOR shut down until approx Nov 23. During shutdown, the following arwys are not usable for IFR: V-4S Burley - Glenns Ferry Int. (During this period Glenns Ferry Int. is described as int of Burley 274° M and Mountain Home TVOR 077° M). (10-22)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW and rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)
ILLINOIS ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: H fac usable dist 20-25 s mi. (3-1) Sept 17, VOR/DME shut down until approx Nov 9 - modernization. (10-25)
**CARBONDALE-MURDALE ARPT: NE/SW rnwy hard-surfaced 3600 x 100 ft. (9-10)
CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Oct 29, LFF shut down until approx Nov 19. (10-29)
✱CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: April 24, trans and rcvr 118.9 mc cmsnd. (11-1)
CHICAGO-ELMHURST ARPT: (formerly carried as Elmhurst, Ill.) Effec December 31,1956 fld will be closed. (4-2)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25)TVOR unreliable due to course roughness beyond 20 mi. all azimuths, beyond 9 mi. 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. (8-24) FLD: Single eng trans acft will not be allowed dock space at the N terminal bldg; must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions
ILLINOIS: of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.(3-16)
CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. Rnwy 14L-32R clsd daylgt hrs - const. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip on fld. (10-11)
**DECATUR-DECATUR AVIATION CO.: Delete from records. (10-11)
DIXON ARPT: Under const - open trenches along runway. Lgtg under const. (10-16)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Boundary by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on F/W rnwy. (6-15)
GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended daylgt working hrs. Land at own risk. (9-17)
GILMAN ARPT: Closed. (10-11)
**HARVARD-DACY ARPT: 251'(1268'MSL) lgtd rdo twr erected 7.5 n mi WNW(296°T) at lat 42-28-57, long 88-47-28. (8-28)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)
**JOHNSBURG AIRPORT: Abandoned. (10-28)
KEWANEE ARPT: Men and equip on fld intermittently. Caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100 ft width. Mrkd flags at ends.
**MOMENCE ARPT: Reinstated. Type: P. Lat: 41-09; long 87-43. Lctn 3.5 W. Elev: 645. No. of rnwys: 2. Lngst rnwy & facs: 25-S5. Fuel: F2. Remarks: NW, NE, SW blkd.(11-17)
MOUNT VERNON ARPT: Work in progress days. N/S rnwy clsd; NE/SW lndgs restricted to 2200 x 60 paved section only. (10-29)
NAPERVILLE-SPECIAL NOTICE: Caution - intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long. 88-08, about 5.5 mi S of Naperville or 5 mi. SSW Naperville VOR on 189° radial. (9-20)
OAKLAWN-HARLEM ARPT: Reported abandoned. (10-22)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
PONTIAC-RADIO: Nov 9, VOR flgt checked - oprn normal.
**QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity rnwy lgt system cmsnd on rnwy 3-21.
**ROCHELLE ARPT: Closed. (10-18) 238' (1230'MSL) lgtd rdo twr erected 8.7 n mi ESE (121°T) at lat 41-50-44, long 88-55-26. (8-28)
**ROCKFORD-GREATER ROCKFORD ARPT: 201* (1081'MSL) lgtd rdo twr erected 4.2 n mi WNW (304°T) at lat 42-15-00, long 89-11-35. (8-28) Const in progress E end of term. bldg ramp - days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip crossing rnwy - days. (7-7)
SPRINGFIELD-RADIO: About Nov 13, VOR will be shut down until approx Feb 7, 1957 - modernization. (10-10)
SPRINGFIELD-CAPITAL ARPT-TOWER: About Nov 13, twr freq will be changed to 329 kc. FLD: Men and farming, mowing equip on fld - days.
WHEELING-RADIO: About Nov 15, VOR will be cmsnd at lat 42-11-23, long. 87-56-23. Freq: 116.2 mc. Ident: EEL. Monitor, category (1). Ctl from Chicago ATCS. Class: BVOR.
**WILLIAMSON-W.L.S. ARPT: Perm. closed. (10-18)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

FORT WAYNE-RADIO: Aug 7, VOR shut down until approx Nov. 20. (10-22)

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. (10-9) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENBURG ARPT: Use E half N/S rnwy only. (7-5)

✱INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. About Nov 13, VOR/DME will be shut down until approx Dec 14 - modernization. (11-6) Nov 2, trans and rcvr 121.5 mc cmsnd.

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hanger on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn. (10-25)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW. Lat: 39-34-40, long. 85-48-00 Elev: 800'. No. of rnwys: 2. N/S rnwy 2640 ft., E/W rnwy 3460 ft. Surface: sod. Minor and major repairs. 80/87 fuel. Opern from sunrise - sunset. 30' p-line N, E, W. (11-5)

**SOUTH BEND-CADET ARPT: Type changed to L. Field inactive. (10-11)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERRE HAUTE-HULMAN FLD-TOWER: USAF temp VFR ctl twr oper 278 kc, trans and rcvs 118.3, 121.5, 121.9, 126.18, 236.6, 234.0 mc. Rcvs 122.5 mc, 3023.5 kc. Hours opern:
** 0600-2200. (9-20) FLD: 312' (882' MSL) lgtd rdo twr erected 6.1 n mi SSW (220°T) at lat 39-22-17, long 87-23-23. (10-29)

TILDEN-RADIO: See Indianapolis, Ind.

**VALPARAISO-PORTER COUNTY ARPT: 353' (1025'MSL) lgtd rdo twr erected 9.1 n mi S (184°T) at lat 41-18-16, long. 87-01-30. (8-22)

IOWA: BURLINGTON-SPECIAL NOTICE:Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

CEDAR RAPIDS-RADIO: VOR operg. experimentally. Freq 115.8 mc. Voice ident only.

**CLINTON MUN ARPT: Two 253'(1036'MSL) lgtd rdo twrs erected 6.9 n mi NE (46°T) at lat 41-54-32, long 90-13-16. (10-7)

COUNCIL BLUFFS ARPT: Two 195'(1167'MSL) lgtd twrs being erected 4.5 n mi WNW (312°T) at lat 41-11-59, long. 95-54-34. (10-28)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

IOWA CITY-RADIO: Oct 29, VOR shut down until approx Dec 29. (10-28)

MASON CITY-RADIO: Sept 4, VOR shut down until approx Dec 1. (10-31)

**MILFORD-FULLER ARPT: Reinstated. Type: L. Lctn: 0.7 mi NNW. Lat 43-20; long 95-10. Elev: 1140'. No. of rnwys: 2. Lngst rnwy and facs: 36. Remarks: S, W blkd. P-line E. (10-5)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120 ft wide.

SIOUX CITY-RADIO: Sept 24, VOR/DME shut down.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld.

**SPIRIT LAKE MUN ARPT: (New fld) - Type: L. Lat: 43-24; long 95-06. Lctn: 1.0 mi S. Elev: 1405. No. of rnways: 1. Lngst rnwy and facs: 15. Fuel: Fl. Remarks: Ruf-rolling.

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: SPECIAL NOTICE: Army exercise Red Arrow in the Ft. Riley, Kansas, area durg period 17 Nov-6 Dec. It is planned that tactical clearance will be used by acft durg all VFR flights in support of this exercise. A total of 150 troop carrier sorties and 30 fighter-bomber sorties will be flown in this area durg the 17-19 Nov period. From 20 Nov to 7 Dec approx 20 fighter or reconnaissance sorties per day will be flown. Acft will stage from the following bases in support of the exercise durg the time period indicated:(A) Smokey Hill-15 C-124 17-19 Nov; 12F-100, 3 RF-84, and 3 RB-66 17 Nov thru 7 Dec. (B) Lincoln AFB, Grandview AFB, Olathe NAS and Hutchinson NAS will each support 8 C-123 or C-119 acft durg the 17-19 Nov period. Present plans call for C-124 to transport Army troops and equipment from Smoky Hill to transload base listed above. Troops and equipment will be reloaded into medium troop carrier acft and flown to the Ft. Riley reservation where landings will be made on prepared strips. Three sorties per day are planned for each troop carrier acft. The fighter acft will provide a min of 10 close support missions per day in the Ft. Riley area using Smoky Hill as a departure and recovery base. All acft requested to be alert durg scheduled dates of this mission.

ANTHONY-RADIO: Oct 1, VOR shut down until approx Nov 30 - modernization.

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

**EL DORADO ARPT: 300'(1737'MSL) lighted tower erected 3.9 n mi NW(315°T) at lat 37-49 58, long 96-52-56. (10-9)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt. (5-29)

GARDEN CITY-RADIO: Oct 29, VOR shut down until approx Dec 29. (10-26)

GREAT BEND ARPT: 286'(2126'MSL) lgtd twr being erected 4.5 n mi E(103°T) at lat 38-20-45, long. 98-46-01. (11-1) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

OSBORNE ARPT: Strip lgts inop.

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL-RADIO: Soon VOR/DME will be shut down until approx Dec 1 - modernization.

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**SOUTH HAVEN-MAXTED ARPT: ABANDONED. (9-28)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only.

WICHITA ARPT: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

KANSAS: WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell Twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this area.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)

★LOUISVILLE-BOWMAN FLD-TOWER: Oct 31, freq 121.9 ctl mobile gnd tfc cmsnd. Class: C(g). FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.

★LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. Oct 31, freq 121.9 mc changed to 121.7 mc for mobile gnd ctl tfc. Class: AC(g.7). Nov 9, rcvr 122.5 replaced with 122.7 mc. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL. (5-14)

LOUISIANA: **BATON ROUGE-DOWNTOWN ARPT: 30' poles (lighting system) erected in center Florida Blvd, approx 350' N of N bndry. (7-6)

**BATON ROUGE-RYAN ARPT: 207' (267'MSL) rdo twr erected 5.0 n mi SSW (208°T) at lat 30-28, long. 91-12. (7-6) Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)

LAKE CHARLES-RADIO: ILS lclzr and glide slope inop. (10-26)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La, to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V-18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR not avail for radar arrival control. (10-30) FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

★SHREVEPORT-BARKSDALE AFB-RADIO: Nov 2, RAPCON cmsnd for surveillance apchs to rnwy 14 and rnwy 32 and for radar vectoring within the Shreveport apch ctl area. (40 mi radius of Barksdale AFB) including vectoring of acft to final for GCA apchs to AFB. Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1)

SHREVEPORT-DOWNTOWN ARPT: Equipment working either side rnwy 14-32. Open ditch 12' from edge of rnwy. Mrkd - flares nights - Caution. (9-17)

WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° & 220°-240°, 35 n mi at min en route alt.

MAINE: BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894' MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of arpt;

KENNEBUNK-RADIO: Oct 25, VOR/DME shut down until approx Nov 26 - modernization.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

** MILLINOCKET ARPT: Lgts on rnwy 11-29 perm inop. Wind indicator unlgtd. Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. (6-6)

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp. rescinded.

GRANTSVILLE-RADIO: About Dec 1, VOR will be cmsnd. Freq: 110.4 mc, Ident: GRV. Lctd: lat 39-38-06, long. 79-03-00, Elev: 2665'MSL. Monitoring category (l). Class: VORW. Monitoring from Morgantown, W. Va. ATCS. (9-25)

**HAGERSTOWN: 363' unlgtd twr erected adj present 150' lgtd twr 1 mi SE center of city.

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

**SALISBURY-WICOMICO COUNTY ARPT: 224' MSL lgtd twr erected 4.2 n mi W (283°T) at lat 38-21-39, long. 75-37-00. (10-17)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-AIR ROUTE TRAFFIC CONTROL CENTER: About Nov 23, freq 125.3 mc will be decmsnd and 125.2 will be cmsnd. (11-1)

★ BOSTON-BEDFORD-HANSCOM ARPT-TOWER: Oct 30, freq 305.4 mc cmsnd. (11-8) FLD: Rnwy 5-23 clsd xcpt for taxiing and parking.

BOSTON-LOGAN ARPT: Obstruction lights on 174' stack 1.3 n mi WSW inoperative. Due to non-visibility tower unable to control tfc on apron between radar tower and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less except in an emergency, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution - const 140' ctl twr located terminal building area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L - lighted. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lights located 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lights located at the 1100' point replaced with single bar white light. Standard runway lights between threshold lights and bar lights. Brightness of lgts is determined by prevailing weather conditions and is controlled by

MASSACHUSETTS: BOSTON-LOGAN ARPT: twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100 ft. intervals along extended rnwy centerline starting 1140 ft from end of rnwy pavement and ending 40 ft from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi.

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5mc; listen 126.18mc prior entering Otis RAPCON area.

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

SQUANTUM-RADIO: Soon, LFR will be shut down until approx Nov. 9.

★WESTFIELD-BARNES ARPT-TOWER: Effect. Nov 1, hrs of opern: 0700-1800.

MICHIGAN: **ALPENA, PHELPS-COLLINS ARPT: Formerly carried as Collins Arpt.

**BATTLE CREEK-KELLOGG ARPT: 241'(1241'MSL) lgtd twr erected 10.8 n mi(10°T) at lat 42-29-27, long. 85-11-28. Men and equip on fld-days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed-due rnwy const. Old N/S strip on E side usable.

BENTON-HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

BIG BEAVER ARPT: N/S rnwy not maintained.

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

COLDWATER-BRANCH COUNTY ARPT: Closed to all operns - construction.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR AIRPORT-TOWER: Sept. 17, lclzr & glide slope shut down until approx November 10. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. 137'(843'MSL) water tank being erected 2.1 n mi SSW (220°T) at lat 42-12-15, long. 83-33-15.

**EAST LANSING-DAVIS ARPT: 1023'MSL TV twr erected 7.2 n mi SE(138°T) at lat 42-41-14, long. 84-22-35.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under construction.

ESCANABA ARPT: Const W end of E/W rnwy.

FLINT-BISHOP ARPT: Acft restricted to hard surfaces - sod soft.

GRAND RAPIDS-KENT ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

**HILLSDALE ARPT: 254'(1446'MSL) lgtd rdo twr erected 6.2 n mi SSW(217°T) at lat 41-51-33, long. 84-44-57.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW.

KEELER-RADIO: About Nov 15, VOR will be cmsnd at lat 42-08-40, long. 86-07-22. Freq: 115.1mc. Ident: ELX. Monitor. category(1). Ctl from South Bend, Ind. ATCS. Class: BVOR.

L'ANSE-MUZZY'S LODGE ARPT: Closed.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245kc serviceable approx 5 to 7 n mi-interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Oct. 29

** lclzr & glide slope shut down until approx December 10. FLD: 147'(995'MSL) lgtd rdo twr erected 3.0 n mi ESE(134°T) at lat 42-45-15, long. 84-33-00. Acft parked W side fld E of apron. A processing seed plant 65'(910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, marked.

LITCHFIELD-RADIO: VOR/DME flgt-checked, opern normal. (11-9)

MARQUETTE-COUNTY ARPT: Closed - construction.

MICHIGAN: MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn.

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy closed.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: About Nov 15, VOR will be shut down until approx Jan 15, 1957.

MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along boundary.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.

PONTIAC MUN ARPT: Construction W of field.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40,-130°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed.

SAULT STE. MARIE ARPT: Bcn and rnwy lgts inoperative.

SAULT STE. MARIE-KINROSS AFB-RADIO: ILS lclzr and glide slope inop 0600-1800 Mon thru Fri. Oct 11, ILS glide path and localizer shut down-until approx. Dec. 25- relctn of lclzr.

WEST BRANCH-GENTRY'S ARPT: Caution- N/S landing strip under construction-marked.

MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.

**GRAND MARAIS-DEVIL TRACK ARPT: Two 220'(832'MSL) lgtd smoke stacks erected 29.1 n mi SW(227°T) at lat 47-31-48, long 90-54-48.

GRAND RAPIDS ARPT: ESE/WNW rnwy closed-intsxn with new rnwy ruf.

**GRAND RAPIDS-OTIS LODGE ARPT: Closed December-March.

**MILLE LACS-SPECIAL NOTICE: Effect. immediately, the following described Caution Area (C-512) is estab: bounded on the W by long. 94-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude: 8000' to 25,000' MSL. Activity: Air-to-air camera gunnery training missions using tower aerial target. Time of Use: Sunrise-sunset, VFR wea conditions only. Controlling Agency: 2446th Air Reserve Flying Center, Minneapolis/St. Paul International Arpt, Minneapolis, Minnesota.

MINNEAPOLIS-ST. PAUL INTERNATIONAL(WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Blacktop paving work on northside taxiway and ramp adj to Braniff hangar and new taxiway at S end of old N/S rnwy, from 0800-1700C daily.

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt.

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - const in progress-rnwy being converted to 60' taxiway. Rnwy 17 clsd ngt landings.

**ST. PAUL-HOLMAN FIELD: Airport prefix(NG); type P;lctd 1.5 SE; riv N,E; elev 703; no. of rnwys 4; longest rnwy & facs h55-BL2,3,4-S5;fuel F4; remarks-P-line NE. Closed to all trans jet acft. (Deleted from Directory of Airports in error)

WINONA-RADIO: TVOR unusable beyond 14 mi-course instability.

MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 min pat. in use. Three acft in pat, one over rnwy every four mins. All tfc left, alt 1000'. Exten jet lndg & tk-off rnwy 14-32, unless strong cross winds involved.

McCOMB-RADIO: About Nov 8, VOR will be shut down, during this period, the MEA on V-9 between New Orleans-Jackson 4000', V-9W unusable.

MERIDIAN-RADIO: Sept 25, VOR/DME shut down-relctn. About Dec 13, will be recmsnd at lat 32-22-44, long. 88-48-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3mc to 115.4mc. During shutdown the following MEA effect: V-18 Jackson VOR to Tuscaloosa, Ala VOR 5000'; V-18 Jackson VOR to Meridian LFR 2000'; V-18 Meridian LFR to Tuscaloosa VOR 2500'; V-154 Meridian LFR to Safford int 2000'; V-18S Jackson to Meridian VOR and V-18N Meridian VOR to Tuscaloosa VOR unusable.

MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough - marked.

MISSISSIPPI: **YAZOO CITY-BARRIER ARPT: 300' (580'MSL) lgtd twr erected 5.4 n mi SSW (210°T) at lat 32-47-55, long. 90-22-24. (6-22)

MISSOURI: **BRANSON-BIG BASS LODGE ARPT: Formerly carried as Kirbyville Big Bass Lodge. Lctn: 5 mi ESE. Fuel: F2. Caution when wet. (10-12)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.

KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side opern. (11-1)

KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp & warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp & new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri Riv 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. (10-23)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

**MEXICO-MEMORIAL ARPT: N/S strip W end clsd. N/S strip E end open. (10-12)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL.(12-30)

**ST. JOSEPH-ROSECRANS MEMORIAL ARPT: 128' water tower erected 2724' NE at lat 94-54, long. 39-46-35. (10-17)

ST. LOUIS-RADIO: Sept 11, VOR shut down until approx No. 9 - modernization. (11-5)

ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd. (5-25) Temp bldg 50' high lctd N end of fld approx 200' E of taxi strip 34, 600' N of taxi strip 7.

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow bndry mrkrs. (5-2)

MONTANA: ★BILLINGS-RADIO: Nov 5, trans 243.0, 255.4 and rcvr 243.0 mc cmsnd.

★BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down relctn. (9-24) Nov 5, freq 243.0 mc and 348.6 mc cmsnd.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

**BUTTE ARPT: 200' (8250'MSL) lgtd TV twr erected 3.2 n mi NE (45°T) at lat 46-00-27, long. 112-26-30. (0-27)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

★GREAT FALLS ARPT-TOWER: Oct 31, trans and rcvr 243.0, 348.6 mc cmsnd.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acct over 25,200 lbs gross wt. Taxi strip between rnwys 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

LINCOLN-RADIO: ILS glide slope shut down - will be relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. (9-26)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

**OMAHA-CLEARRIDGE ARPT: 464' (1727'MSL) lgtd rdo twr erected 1.5 n mi (96°T) at lat 41-19-00, long. 95-59-52. (9-13)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi. 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA -RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 13,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Oct 1, VOR shut down until approx Dec 1 - modernization. During this period, following arwys will not be usable: V6 BAM-LWL: V-32 N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239°-MEA 13,000'. (10-11)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext.211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

NEW HAMPSHIRE: HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

**LEBANON ARPT: Two unlgtd 100' TV twrs erected on 1720' level of Mt. Cube 5.0 n mi NE (64°T) at lat 72-11-10, long 43-39-50. (10-5)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts, green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY-SPECIAL NOTICE: IFR acft en route to Newark, Teterboro, Morristown, or Linden arpts experiencing two-way rdo cmctns failure whose clearance limit is the airport or the New Brunswick intsxn are to descend to 2000 feet in the New Brunswick holding pat prior to commencing an instrument apch. All alts of 5000' and higher at the Newark low frequency range station are reserved for acft inbound to LaGuardia arpt.

✱ATLANTIC CITY NAS-RADIO: Navy TVOR decmsnd. (10-26)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' day lgt hrs. Fld clsd during these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution - men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military tfc. (3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

✱LAKEHURST NAS-RADIO: Navy H fac operates continuously. (11-6)

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (8-20)

NEWARK-RADIO SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

✱NEWARK-RADIO: Effect. Nov 5, all functions and services of Newark ATCS (INSACS) transferred to and consolidated with the Idlewild ATCS. (10-26) LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Nov 9, rcvr 122.5 mc will be replaced with 122.7 mc.(10-16) About Dec 12, PAR and ASR-3 will be shut down until approx Dec. 16. (11-9) About Dec 6, freq 120.5 mc will be decmsnd and freq 120.6 mc will be cmsnd. (11-1) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on offl bus. Clsd to all fighter type, jet type acft regardless of offl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) 80' pile driver 300' E of W end rnwy 11-29 and 800' N of centerline rnwy 11-29; marked days, lgtd nights. (9-25)

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all takeoffs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W takeoff start left turn as soon as practicable. NW takeoff, make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for takeoffs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. Two-way rdo rqrd at all times. (8-15)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx. Jan 2,1957.

NEW JERSEY: FLD: Acft using rnwy 24 on takeoff continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only.(7-12)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45 W. (9-13)

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational on W end of rnwy 08-26 upon request. Landings will not be made in overrun area and taxiing across barrier will be held to a minimum. (10-19)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**DEMING ARPT: Ctl twr discontd. Mil refueling discontd. Rnwy lgts inop. Rnwys 26L-8R and 17-35 clsd to all tfc. Arpt open to civil tfc. 80/87 octane fuel avail. (10-23

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri. sunrise-sunset.

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

**LOVINGTON-LEA COUNTY ARPT: NE/SW rnwy paved 4000'

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-FADIO: VOR radials restricted to Arwys only.

SANTE FE (NEW) MUN ARPT: Lighting avail. rnwy 10-28 only. (10-29)

TRUTH OR CONSEQUENCES-RADIO: About Nov 19, VOR will be shut down until approx Dec. 21. (11-8)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon thru Sat only.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip. and men adj to and on W ramp daily durg hangar const program. (10-4)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400E, Mon thru Sat only. (10-25)

ELMIRA-RADIO: VOR has roughness in all quads.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned.

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

**ISLIP-MacARTHUR ARPT: Two 185' lighted rdo twrs erected 6 n mi F. (10-18)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip. on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idelwild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from F31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

NEW YORK: NEW YORK CITY AREA-SPECIAL NOTICE: IFR acft enroute to Idlewild Arpt, Mitchel AFB or Floyd Bennet NAS experiencing 2-way rdo cmctns failure whose clearance limit is the arpt, Scotland or Long Beach intsxns are to descend to 1500' in the Scotland or Long Beach holding pat prior to commencing an instr apch. All alts of 4000' and higher at the Idlewild low frequency range stn are reserved for acft inbound to LaGuardia Arpt.

NEW YORK-INTNL (IDLEWILD) ARPT-TOWER: About Dec 3, ASR-3 will be shut down until approx Dec 7 - modification. (11-9) FLD: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter type acft. Clsd mil acft xcpt on ofl bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of arpt. Manager. Caution - used paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail. taxiing only. (4-2) Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt boundary - mrkd. New exten taxiway temp LL from rnwy 13L-31R to taxiway E open for full operation. Mrkd by delineators. Follow centerline all taxiways. Taxiway D open between CC and rnwy 13L-31R. Exten of taxiway CC connecting taxi J and U opened. Relocated taxi CC between A and Z opened. Taxi O between taxi X and W opened. New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential sys in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (9-28)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd . No ngt flyign permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice. (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant. 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 mc mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280°, usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo-equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat. alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)

ROCKDALE-RADIO: Oct 2, mobile test VOR placed in opern at lat 42-27-58, long. 75-14-22. Freq: 112.7 mc. (10-2)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet interceptor acft using left hand pat. at 1878' MSL. (9-13)

SPITFIRE LAKE: Closed seaplane operns - xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 19 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy durg daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted durg daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **SPECIAL NOTICE: Effect. Nov 15, North Carolina Warning Area (W-72) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va.; COMAIRLANT, NAS, Norfolk, Va. and CG TACAIRCMD, Langley AFB, Va.

CHARLOTTE-DOUGLAS ARPT: Rnwy 5-23 clsd - const. (10-11)

COFIELD-RADIO: VOR restricted to arwy radials 192°, 223°, 246°, 064°. Remainder out of tolerance due to roughness and bends. (11-7)

ELIZABETH CITY-RADIO: About Nov. 30, VOR/DME will be shut down until approx Mar 15, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (10-26)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325°, out of tolerance acct excessive roughness and bends. (11-6)

GREENSBORO-HIGH POINT ARPT-TOWER: April 23, ILS glide slope shut down - relctn. Glide slope flyable to 20' above rnwy. No touchdown point. (7-17)

HICKORY-RADIO: Visual courses out of tolerance within 9 n mi of stn acct roughness and bends. (10-19) About Nov 19, VAR will be decmsnd. About Mar 1, 1957, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. (11-5)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Cfficer, Director of Flying, or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance acct roughness and bends. (11-1)

**RALEIGH-DURHAM ARPT: 160' (670' MSL) rdo twr erected 6.9 n mi ENE (75°T) at lat 35-54-29, long. 78-39-43. (10-3) Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-37 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

**RALEIGH MUN ARPT: 300'(776'MSL) lgtd rdo twr erected 4.4 n mi NNW (343°T) at lat 35-47-26, long. 78-42-23. (10-2) 1156' (1496' MSL) lgtd rdo twr erected 6.2 n mi ESE (115°T) at lat 35-40-37, long. 78-32-06. (10-5)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

**WILMINGTON-NEW HANOVER COUNTY ARPT: 150' (178' MSL) lgtd rdo twr erected 1.9 n mi SSW (204°T) at lat 34-15-50, long. 77-55-50. (10-2) Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

**WINSTON-SALEM-SMITH REYNOLDS ARPT: 125' (1130' MSL) lighted church steeple erected 1900' WNW at lat 36-08-20, long. 80-14-13. (10-10)

NORTH DAKOTA: **COLUMBUS-BONSNESS ARPT: Delete from records. (10-4)
DICKINSON-RADIO: Sept 4, VOR shut down until approx Nov. 12. (11-1)
FARGO-RADIO: Oct 8, VOR/DME shut down until approx Nov 30 - modernization. (10-8)
FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)
MADDOCK ARPT: Closed-construction. (6-10)
**SPRINGBROOK-WALL: Delete from records. (10-4)
**TIOGA ARPT: Delete from records. (10-4)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
**WILDROSE ARPT: Reinstated. Type: L. Lat: 48-37-15; long. 103-10-45. Lctn: 0.3 mi S. Elev: 2200. No. of rnwys: 1. Lngst rnwy & facs: 23. Remarks: P-line WNW. (11-2)
**WILLISTON-CHANDLER ARPT: 878' (3221' MSL) lgtd TV twr erected 6.1 n mi WSW (267° T) at lat 48-08-02, long. 103-51-36. (8-26)
OHIO: AKRON ARPT-TOWER: About Nov 19, rcvr 122.5 mc will be replaced with 122.7 mc. This corrects Airgi Vol II No 17, where it was erroneously carried under Akron-Canton Arpt. (11-5) FLD: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. First 900' rnwy 27 clsd. (10-4)
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron, Ohio acrobatic—camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
✱APPLETON-RADIO: Nov 8, VOR cmsnd. Freq 116.7 mc. Ident: CMH. Lctd lat 40-09-04, long. 82-35-23. Monitoring category (l). Class: BVOR. Voice & monitoring from Columbus ATCS. (11-8)
CHADRON-RADIO: Test VOR freq 117.5 mc lctd lat 41-31-06, long. 81-09-41. Operg test-basis only. (8-31)
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)
**CINCINNATI-GREATER CINCINNATI ARPT: 2 way radio required. Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: About Nov 23, freq 126.5 mc will be decmsnd and freq 119.0 will be cmsnd. (11-2) FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. (5-17)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)
✱COLUMBUS-RADIO: Nov 8, VOR relctd and name chnged to Appleton, Ohio at lat 40-09-04, long. 82-35-23. No change in ident or freq.
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip on field. (7-2)
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.

OHIO: DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Due const rnwy 6-24 closed to apchs and tkoffs durg daylgt hrs; can be used for taxiing at discretion of ctl twr. Threshold lgts rnwy 6 temp lctd each side pavement durg const. Rnwy 6-24 reopened for all operns durg min conditions. Caution - apchs to rnwy 6 - open ditch at end. (10-9) Row of red lgts have been installed end rnwy 6 marking end of pavement. Do not touch down ahead of these lgts. (11-6)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)
**HUDSON-MID CITY ARPT: Clsd - site reverted to industrial use. (10-9)
JEFFERSON-RADIO: About Dec 1, VOR will be cmsnd. Freq: 115.2 mc. Ident: JFN. Lctd lat 41-45-38, long. 80-44-51. Elev: 894' MSL. Monitoring category (l) from Youngstown ATCS. Mag var: 4°40'W. Class: VORW. (10-26)
**LODI ARPT: Now open. (10-9)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350° - 100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)
**MANSFIELD ARPT: Functioning two-way rdo rqrd. durg hrs of darkness. (10-25)
**NORWALK AIRPARK: Reinstated - Type: L. lat. 41-06; long 82-36. Lctn: 2 mi N. Elev: 690'. No. of rnwys: 3. Longst rnwy & facs: 28-. Fuel F2. (10-18)
PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following heavy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)
**PORTSMOUTH-RAVEN ROCK ARPT: Unattended. (8-10)
PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const in progress on 850 ft extension NE end and 950 ft. SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold markings. Areas flagged. 5200 ft. usable. (10-31)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 N mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
**WAUSEON-GRIESER ARPT: Now attended. (10-9)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 30,000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
**BLACKWELL ARPT: Rotating bcn operated and maintained by City of Blackwell. (10-31)
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
**GUTHRIE ARPT: 2350' MSL lgtd TV twr erected 15.0 n mi WNW (297°T) at lat 35-58-56, long 97-41-43. (10-11)
**GUYMON ARPT: 212-1/2' lgtd rdo twr erected 3.0 n mi NNW (340°T) at lat 36-44-45, long 101-02-05 (10-19)

OKLAHOMA: GUYMON ARPT: N/S rnwy closed - due const. Caution-equip. on fld.
MANGUM-PONDER ARPT: Closed.
NOWATA ARPT: Caution-NE/SW rnwy under part time const.
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Sunsdrag racing. Racing held up while acft in tfc pat.
OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution.
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100'. Rnwy xtsn const N of rnwy 16-34 in progress. Work in progress and excavations along E edge of taxiway 12-hazard mrkd. Half of taxiway 12 from Adm bldg to SE end of fld clsd-hazard mrkd.
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: Oct 16 VOR shut down until approx Nov 26-modernization. During this period, the following arwys will not usable; V-25 RBL-RDM V-122 LMT-Klamath Junction Int.
KLAMATH FALLS-KLAMATH ARPT: N 8000' rnwy 14-32 usable, unmarked. Const on S end. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45'. Caution-equip. crossing rnwys.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons.
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E.
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° & 343° rads. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.
PORTLAND SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed in intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld.
*THE DALLES-RADIO: Nov 2, VOR flgt checked, opern normal. Freq changed to 117.2 mc.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discontinued.
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at m min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. About Dec 7, freq 119.3mc will be decmsnd & freq 120.5mc will be cmsnd. FLD: Due to non-visibility, twr unable to control tfc 100' E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6.
BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy-hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi-due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

PENNSYLVANIA: CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed.
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd-construction of; Terminal Bldg. Perimeter of const area flagged, lgtd.
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330°, beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt.
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circimstances reverse crs or make a transmtion at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld.
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9-flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on rivers edge-flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10.
PHILIPSBURG-RADIO: VOR/DME shut down.
PHILIPSBURG-ALBERT ARPT: Closed.
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green ghreshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution-rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns.
PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n miles.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them.
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad.
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100° 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

PENNSYLVANIA: STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)
WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: **NARRAGANSETT-SPECIAL NOTICE: Effect. Nov 15, 1956, Narragansett Offshore Warning Area (W-105) is amended by changing the controlling agency to: NAVPORCO, Newport, R.I.
PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: no lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. DME coverage 26 n mi at MEA in all azimuths. (11-5)
**CHARLESTON AFB/MUN ARPT: All acft must be equipped with functioning two-way rdo with appropriate twr frequency. (10-1) Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265°-out of tolerance acct roughness and bends. (11-5)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
★GREENVILLE-RADIO: Effect. Nov 1, obstn lgts on LFR discontd. (10-9)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUN ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.(3-20) N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP-RADIO: Soon, VOR/DME will be shut down until approx Dec 1 - modernization.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF rng have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equip. with transmitter and rcvr capable of rcvg instructions from ctl twr; during daylgt, all acft must be equip. with rcvr capable of rcvg instructions from ctl twr. (8-23)
**DYERSBURG ARPT: 250' (730'MSL) lgtd twr erected 13.9 n mi SE (148°T) at lat 35-50-07, long 89-15-47. (10-22) 215' (350'MSL) lgtd twr erected 31 n mi S (196°T) at lat 35-31-25, long. 89-34-55.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: About Nov 13, ASR will be shut down until approx Dec 27 - modernization. (11-5)
NASHVILLE-RADIO: Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282°MEA 5000'; V-140 Dyersburg VOR to McEwen int 5000'; McEwen to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (9-10)
NASHVILLE-BERRY FLD: 1380' lgtd TV twr being erected 6.6 n mi W (274°T) at lat 36-08-50, long. 86-49-54. (11-8) Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway.
**UNION CITY-STEWART ARPT: 280' (610'MSL) lgtd twr erected 9.2 n mi S(193°T) at lat 36-14-20, long 89-02-00. (10-19)

TEXAS: ABILENE-RADIO: VOR radials 180°-235° out of tolerance acct severe scalloping.
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designates touchdown point ngts. (10-4)
BEAUMONT-JEFFERSON COUNTY ARPT: 223'MSL lgtd drilling platform erected 26 n mi SSW (195°T), at lat 29-33, long. 94-12. Rnwy 11-29 clsd-const. (9-19)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° unusable acct bends. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
**BORGER-HUTCHINSON COUNTY ARPT: 250' lgtd rdo twr erected 4.4 n mi SW (228°T) at lat 35-38-34, long. 101-28-09. (10-19) 87-1/2' rdo twr erected 16 n mi SW (231°T) at lat 35-31-17, long. 101-38-22. (10-19)
COLLEGE STATION-RADIO: Oct 16, VOR shut down until approx Nov 12 - modernization. During shut down VOR flgts are authorized to utilize the Bryan LFR on all VOR arwys and the Houston terminal routes where applicable in lieu of College Station VOR. Bearings and MEA's used shall remain as charted except as follows: V15E College Station to Waco via 339° course from Bryan LFR and 121° radial Waco VOR. V15 Bryan LFR to Waco VOR via 318° course from Bryan LFR and 138° radial Waco VOR. Houston terminal area Conroe Int to Bryan LFR direct via 284° course, Sealy Int to Bryan LFR direct via 325° course. For Conroe Int use Houston VOR 345° radial and Eagle Lake VOR 047° radial. For Keenan Int use Houston VOR 330° radial and Eagle Lake 035° radial. For Sealy Int use Houston 282° radial and Eagle Lake 024° radial. For Round Top Int use Austin VOR 100° radial and Eagle Lake VOR 315° radial. For McDade Int use Austin VOR 100° radial and 170° bearing to Smithville rdo bcn. No change in published MEA'S. (10-16)
**DALLAS-LOVE FLD: 128° (593'MSL) lgtd rdo twr erected 2.0 n mi SE (152°T)at lat 32-49-28, long. 96-51-16. (10-23) Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 mc or 307.2 mc regardless of wea or flgt plan. Acft not equip. for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Open ditch and const in progress on ramp adj to taxiway serving S end of N/S rnwy. Hazard mrkd and lgtd. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less.(10-31)
**DEL RIO-VAL VERDE COUNTY AF AUX: Formerly carried as Del Rio-Val VerdeCounty Arpt. Type changed to "L". Prior approval rqrd from Laughlin AFB Operns to land.
**EASTLAND ARPT: 148'(1608'MSL) lgtd twr erected 1.1 n mi SE (145°T) at lat 32-24-00, long. 98-48-17. (10-26)
★EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°,26 n mi at 10,000'. July 9, freq 243.0 mc cmsnd. (11-2)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Only low pressure oxygen avail. (12-7) Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Formation take-offs prohibited. (2-1) Turn on landing lgts 5 mi out, during darkness. (9-17) Single point JP-4 plus gas turbine compressor starting equipment available.(10-15)

TEXAS: **FALFURRIAS-BROOKS COUNTY ARPT: 170' (301'MSL) rdo twr erected 7.9 n mi NNW (346°T) at lat 27-19-05, long 98-09-55. (10-5)
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown. acct severe scalloping. (11-6)
** FT. WORTH-MIDWEST ARPT: Permanently closed. Mrkd by large X - no lndgs. (11-1)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets, sunrise-sunset, within circular area with radius of 4.3 n mi centered at lat 28-17, long 96-32.
GUTHRIE-RADIO: About Nov 13, VOR freq will be changed from 117.9 to 116.2 mc. (10-24)
** HARWOOD-GOTTWALD ARPT: Formerly carried as Harwood Arpt. Fuel avail. on emergency only. (1-2)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft nights, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable - roughness and scalloping. Caution in vicinity of Cleveland Texas - intermittent interference. (10-2)
**HOUSTON INTERNATIONAL ARPT: 309' (368'MSL) lighted rdo twr erected 5.1 n mi WSW (261°T) at lat 29-38-38, long 95-24-51. (10-5) 153' (192'MSL) lgtd twr being erected 7.0 n mi SE (135°T) at lat 29-34-17, long 95-10-29. (11-6) Tetrahedron uncontrollable and unreliable - not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. Repairs and reconst of rnwys in progress. Men and equipment in construction areas. Rnwy 12-30 clsd - const. (11-1) Caution - aerial targets will be dropped on arpt between 0800-1600 Sat and Sun. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement. (5-15)
HOUSTON-SAM HOUSTON ARPT: Men and equip on fld. N/S and E/W rnwys clsd. Fld lighting inoperative. Soft shoulders. Use runways. No night operations. Only NW/SE runway usable. (6-1)
HUDSPETH-RADIO: Soon VOR will be shut down, during this period the MEA on V-66 between El Paso VOR and Culberson VOR is 10,000'. (10-11)
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LOMETA-RADIO: Nov 1, VOR oper on text-basis. Freq: 117.9 mc. Ident. MTA. Lct lat 31-14-00, long 98-32-24. Monitor.category (1). Class: VOR. To be cmsnd Nov 15.
LUBBOCK-RADIO: About Nov 17, LFR will be shut down until approx Dec 17. Class will be: SBMRLZ. (11-5) This corrects Airgi Vol. 11, No. 17.
LUBBOCK ARPT: W 300 ft. of E ramp open as taxiway. E 500 ft of E ramp closed to acft for cotton storage. (10-9)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
MARSHALL-SPECIAL NOTICE: 166' lighted temporary drilling tower erected 6.1 n mi SW.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER MUN ARPT: 165'(300'MSL) twr being erected 5.5 n mi W (270°T) at lat 26-11-20, long 98-22-30. (10-30) Rnwy 18 clsd for take-offs and lndgs.
McKINNEY-SPECIAL NOTICE: 166' lighted temporary drilling derrick erected 3.5 n mi NW.
MIDLAND ARPARK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)
** PERRYTON ARPT: 300' (3220' MSL) lgtd rdo twr erected 2.0 n mi SW(235°T) at lat 36-23-29, long 100-47-41. (10-24)
** PITTSBURGH-ATKINSON ARPT: Unicom available. (2-29)
** PLAINVIEW-HALE COUNTY ARPT: Formerly carried as Plains, Hale County Arpt. (10-24)
PORT ISABEL ARPT: Closed all operations-const. (7-26)
** REFUGIO-ROOKE ARPT: 218' (285' MSL) lgtd rdo twr erected 2.2 n mi NE (58°T) at lat 28-19-20, long 97-17-30. (10-5)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
TEXAS: **SAN ANTONIO-STINSON ARPT: 168' (795' MSL) lgtd twr erected 2.7 n mi WSW (262°T) at lat 29-20-50, long 98-31-53. (9-17)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
** SINTON ARPT #1: Permanently Closed. (10-25)
SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552 ft. SE N/S rnwy. (10-4)
** STRATFORD ARPT: 232' (3826' MSL) lgtd twr erected 19.8 n mis SSE (173°T) at lat 36-01-52, long 101-58-26. (10-2) 300' lgtd rdo twr erected 10 n mi ENE (77°T) at lat 36-23-51, long 101-21-16. (10-19)
** SWEETWATER ARPT: 257' (2462' MSL)lgtd rdo twr erected 3.5 n mi ESE (131°T) at lat 32-26-40, long 100-25-20. (10-2)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
**TURKEY ARPT: Arpt type chgd to "L" - Unattended. No fuel avail. Rnwys covered with tall grass & weeds - very ruf. Use at own risk. (10-10)
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - account of severe scalloping and roughness.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WICHITA FALLS-KICKAPOO ARPT: Unicom operates daily 0800-1700C. (10-10)
**WINK, SITE 18, ELP-FTW: Rnwys 17-35 and 4-22 clsd ngts; rnwy 13-31 only lgtd rnwy.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
**DUCHESNE ARPT: Reinstated. Deleted in error. Type: L. Lat: 40-12; long 110-23. Lctn: 2.2 mi NNE. Elev: 5833'. No. of rnwys: 3. Lngst rnwy & facs: 51. Fuel: F2. (1-4-53)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi;235°-330°, 35 n mi at MEA (1-2)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL. (8-10)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° - 040° 35 n mi, 40°- 50° 30 n mi, 50°-85° 40 n mi;at 13,000'MSL from 145°- 155° 35 n mi, and 275°- 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808)0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flight call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000';110°-140° below 4000';235°-255° below 4000';255.-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi:345°-067° below 6000'; 344°-280° below 7600';279°-255° below 9500';255°-175° below 8500';174°-135° below 7500'; 134°-066° below 5000'. (10-16)
**BURLINGTON ARPT: Apch lgt sys 1500 ft long NW end NW/SE rnwy. All lgts red xcpt threshold which are green. Entire sys at rnwy elev. Controlled by CAA-cmsnd October 31, 1956. (10-31)
VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info.
**CHINCOTEAGUE-SPECIAL NOTICE: Effect Nov 15, 1956, Warning Area(W-108) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va. Co., FT. Miles, Del., and CG TACAIRCOMD, Langley AFB, Va.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

VIRGINIA: FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270-010, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
**GORDONSVILLE ARPT: Unicom available daylight hrs. (10-1) Rotating bcn in opern. Bndry lgts avail. on req. Rnwy now 2600 ft. long. (10-23)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closes Nov. 25, 1956.(10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civ acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civ air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
**LYNCHBURG-FALWELL ARPT: Unicom available. (3-15)
LYNCHBURG PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
**MARTINSVILLE ARPT: Longest runway and facilities: 20-S4. (10-17)
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
**PENDLETON-SPECIAL NOTICE: Effect. Nov 15, 1956, Pendleton Warning Area (W-50) is amended by changing the controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000' 120°-200° 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225-255°, 43 n mi at 6000';255°-010°, 26 n mi at 6000'. About Nov. 14, VOR/DME will be shut down until approx Dec 12 - modern.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution.
**VIRGINIA CAPES-SPECIAL NOTICE: Effect. Nov 15, 1956, Warning Area (W-386) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB Norfolk, Va.
**WAYNESBORO-VALLEY ARPT: Unicom available days. (10-23)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
**CURLEW ARPT: Delete from records. (10-4)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°,26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW ARPT: Clsd to ngt operns. (6-15)
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. (8-14) N three rows of hi-intensity apch lgt sys shut down - const. Threshold lgts S end of N/S rnwy temp. relocated 750' N of S end of rnwy. (8-31)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000"; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17) About Nov 9, trans and rcvr 301.4 mc will be decmsnd. (11-2)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40'' high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
WHIDBEY ISLAND NAS - RADIO: Voice communications out of service. (11-6)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6000'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800' ; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (10-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3) Rnwy 17-35 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (9-5)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: **COLBY-ABBOTSFORD ARPT: Abandoned. (8-27)
**CRANDON ARPT AND SEAPLANE BASE: Abandoned. (9-3)
EAGLE RIVER ARPT: 800 ft S end of N/S rnwy rough, soft - unusable. Arpt closed until May 1, 1957. (10-12)
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Dec 8 - modernization
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions & if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude.(5-10) About Nov 23, ASR will be shut down until approx Dec 14. (11-2)

WISCONSIN: MILWAUKEE-GENERAL MITCHELL FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant mil acft on unofficial business may find parking facilities unavail. Avoid condusion of rnwy 1 with parallel taxiway to left. (8-15)

OCONTO FALLS, MATRAVERS SKY RANCH ARPT: Not open for public use - emerg use only. (10-28)

WAUSAU-RADIO: Oct 8, VOR shut down until approx Dec. 7. (10-11)

WYOMING: CASPER-NATRONA CO ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs.

CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)

GILLETTE-ARTP: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

**JACKSON ARPT: Paved rnwy, 4-22, 100' x 6300' avail. (9-14)

KEMMERER ARPT: Caution - reseeded and soft. (6-22)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

**RIVERTON ARPT: New construction completed. WNW-ESE rnwy 100' x 6200' avail.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 100°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L.

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

✓SAN JUAN FIR AND OCEANIC CONTROL AREA CHANGES: Effective 0001Z Dec 1, 1956, the San Juan Center boundaries are revised as follows: (1) The San Juan Oceanic Control Area is redefined as the airspace exclusive of the San Juan Domestic Control Area extending upwards from 2500 ft MSL within the following geographical boundaries: From point of beginning 14-20N, 66-00W to 16-00N, 68-00W to 19-00N, 68-00W to 20-25N, 70-30W to 27-00N, 70-30W to 27-00N, 60-00W to 18-00N, 60-00W to 18-00N, 62-45W to 14-20N, 62-45W to 14-20N, 66-00W. (2) The San Juan Domestic Control Area which is defined as the airspace extending upwards from an altitude of 700 ft above the surface within a radius of 100 n mi from Isla Grande Arpt, San Juan remains unchanged. (3) The San Juan Flight Information Region is re-defined as all the airspace extending upwards from the surface within the following geographical boundaries: From point of beginning 14-20N, 66-00W to 16-00N, 68-00W to 19-00W, 68-00W to 20-25N, 70-30W to 27-00N, 70-30W to 27-00N, 60-00W to 30-00N, 60-00W to 30-00N, 48-00W to 18-00N, 48-00W to 18-00N, 62-45W to 14-20N, 62-45W to 14-20N, 66-00W. (4) Communication facilities for the re-defined area remain unchanged. (11-9)

✓MIAMI FIR AND OCEANIC CONTROL AREA CHANGES: Effective 0000Z, Dec 1, 1956, Miami Oceanic CTA and FIR revised as follows: Beginning at 24-40N, 79-00W to 26-30N, 79-00W thence clockwise along the perimeter of an arc of 15 n mi radius centered on West End Aerodrome, Grand Bahama to 27-00N, 79-00W; 27-00N, 78-00W; 30-00N, 78-00W; 30-00N, 73-00W; 27-00N, 70-30W; 20-25N, 70-30W; 20-25N, 73-00W to point of beginning at 24-00N, 79-00W. Lower limit 2500 ft MSL except 6000 ft MSL within lateral limits Nassau CTA. No upper limit. (11-9)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12
BRISTOL, TENN. (Bristol, Johnson City, Kingsport) Tri-City Arpt. 1524 SBRAZ-TRI Procedure Number 1, Amendment No. 13 Effect: 22 December 1956. Supersedes Amdt. No. 12 dtd. 10 March 1956. Major Changes: Adds transitions from Yuma & Hilton Intsxns.	Bristol Intsxn. (final)	245 8.9	2600	N side NE crs. 065 - outbnd 245 - inbnd 3500 within 10 mi. (Beyond 10 mi. NA)	2600	252 2.8	T-dn C-d C-n S-d 27 S-n 27 A-dn	300-1 700-1 700-1.5 500-1 500-1 1000-2	300-1 800-1 800-1.5 800-1 800-1.5 1000-2	300-1 800-1.5 800-2 800-1.5 800-2 1000-2	Within 2.8 miles climb to 5000' on SW crs. within 20 miles. Air Carrier Notes: No reduction in landing minimums authorized.
	Tri-City VOR	290 10.8	5500								
	Hilton Intsxn.	147 15.2	4200								
	Yuma Intsxn.	111 18.7	3400								
DICKINSON, N. DAK. Dickinson Arpt. 2589 SBMPAZ-DTV-DIK Procedure Number 1 Amendment Number 5 Effect. date: 22 December 1956. Supersedes Amdt. No. 4 dated 17 December 1954. Major Changes: 1. New form-nautical miles. 2. Col. 5 revised criteria. 3. Col. 12 revised due to 3556' MSL twr 6.5 miles SW of airport.	Dickinson VOR	Direct	4000	W side N crs. 348 - outbnd 168 - inbnd 4000 within 10 mi.	3500	168 1.8	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1 600-1.5 800-2	200-0.5 600-1.5 600-1.5 800-2	Within 1.8 miles make left turn climb on heading of 170° to 4000' within 20 miles, then make left turn and return to VOR. Air Carrier Note: Night take-offs and landings authorized NW/SE Runway only. Caution: KDIX tower 3.9 miles N DIK-LFR 2751'MSL. Tower 2960' MSL 3.5 mi. NE of VOR.
GARDEN CITY, KANS. New Garden City Arpt. 2895 SBRAZ-VDT-GCK Procedure Number 1 Amendment Number 8 Effect. date: 22 December 1956. Supersedes Amdt. No. 7 dated 18 October 1953. Major Changes: 1. New form. 2. Limits procedure turn to 10 miles. 3. Revises missed approach.	Garden City VOR	Direct	4000	W side N crs. 348 - outbnd 168 - inbnd 4000 within 10 mi.	3500	133 6.5	T-dn C-d C-n S-d S-n A-dn	300-1 400-1 400-1.5 400-1 400-1.5 800-2	300-1 500-1 500-1.5 500-1 500-1.5 800-2	200-0.5 500-1.5 500-2 500-1.5 500-2 800-2	Within 6.5 miles make right turn...climb to 4300' on S crs. GCK LFR within 20 miles. Night operation authorized N-S runway only.
GRAND MARAIS, MICH. Grand Marais Arpt. 850 BRL-DTV-GMI Procedure Number 1 Amendment Number 4 Effect. date: 15 December 1956. Supersedes Amdt. No. 3 dated 3 August 1954. Major Changes: 1. Uses new form. 2. Lowers procedure turn altitude and distance Item 5. 3. Lowers missed approach altitude Item 12. 4. Adds note: sliding scale, etc.				S side W crs. 291 - outbnd 111 - inbnd 2100 within 10 mi.	1600	109 3.0	T-dn C-dn S-dn 13 A-dn	300-1 400-1 400-1 800-2	300-1 400-1.5 400-1 800-2	Not applicable	Within 3.0 miles climb to 2100' on East course GMI-LFR. ADF procedure not authorized. Air Carrier Note: Sliding scale not authorized.
HOUGHTON, MICH. Houghton County Memorial Arpt. 1001 BRL-STV-CMX Procedure Number 1 Amendment Number 4 Effect. date: 15 December 1956. Supersedes Amdt. No. 3 dated 1 August 1954. Major Changes: 1. Uses new form 2. Limits procedure turn to 10 miles Column 5. 3. Revises distances Items 7 & 12.				W side N crs. 018 - outbnd 198 - inbnd 2500 within 10 mi.	2000	200 3.0	T-dn C-dn S-dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1.5 800-2	Within 3.0 miles climb to 2900' on South course CMX-LFR and hold within 20 miles of LFR. ADF procedure not authorized.
HUTCHINSON, KANS. Hutchinson Arpt. 1542 SBMRLZ-VDT-HUT Procedure Number 1 Amendment Number 10 Effect. date: 22 December 1956. Supersedes Amdt. No. 9 dated 24 December 1954. Major Changes: 1. New form-nautical miles.	Hutchinson VOR	Direct	2800	W side S crs. 170 - outbnd 350 - inbnd 2800 within 10 mi. Procedure turn non-standard to avoid ICT tfc.	2300	350 2.7	T-dn C-dn S-dn 35 A-dn	300-1 *400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.7 miles, climb to 3000' on N crs. HUT-LFR within 20 mi., or when directed by ATC, (1) turn left and climb to 3000' on W crs. HUT-LFR within 20 mi. Caution: 2340' TV twr located 4.0 mi. ESE of airport. Acft taking off to N, S, NE, or SE, climb to 2800' prior to proceeding toward TV tower. *500-1 required when necessary to circle the airport on the W side to effect a landing.
	North Fork Rbn. or Marker final	Direct	2300								

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(13 Nov 1956)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
NORTH PLATTE, NEBR. Lee Bird Fld. 2779 SBRAZ-VDT-LBF Procedure Number 1 Amendment Number 6 Effect. date: 15 December 1956. Supersedes Amdt. No. 5 dated 14 October 1953. Major Changes: 1. New form. 2. Limits procedure turn to 10 miles. 3. Adds transition route from VOR.	North Platte VOR	029 3.5	4200	E side S crs. 167 - outbnd 347 - inbnd 4200 within 10 mi.	3700	352 1.9	T-dn C-dn S-dn 35 A-dn	300-1# 400-1 400-1 800-2	300-1# 500-1 500-1 800-2	200-0.5* 500-1.5 500-1.5 800-2	Within 1.9 miles...climb to 4500' on North course within 20 miles. Caution: 2963'MSL tower 1.7 miles NW of airport, and 3270' MSL tower 3.9 mi NW of airport. Air Carrier Notes: *300-1 required for take-off on runways 26 & 30. #No reduction in two-engine or less aircraft take-off minimums authorized on runways 26 and 30.
OMAHA, NEBR. Omaha Arpt. 982 SBRAZ-VDT-OMA Procedure Number 1 Amendment Number 11 Effect. date: 15 December 1956. Supersedes Amdt. No. 10 dated 1 July 1954. Major Changes: 1. New form. 2. Limits procedure turn to 10 miles. 3. Revises notes to standardize with ACA-511.4 wording where possible. 4. Numbered missed approach procedure.	California FM (final)	154 11.1	1900	W side N crs. 334 - outbnd 134 - inbnd 2400 within 10 mi.	1900	139 4.4	#T-dn C-d C-n S-d 14L S-n 14L A-dn	300-1* 500-1.5 500-1.5 400-1 400-1.5 800-2	300-1* 500-1.5 500-2 400-1 400-1.5 800-2	200-0.5** 500-1.5 500-2 400-1 400-1.5 800-2	Within 4.4 miles...1. Climb to 2700' on SE crs. within 20 miles. 2. Climb to 2500' on SE crs., proceed to E crs. OMA-LFR at 2600' within 20 miles. 3. Climb to 2500' on SE crs. and intercept ADF track 090° outbnd from OMA-LFR within 20 miles. #Climb to 2000' MSL prior to proceeding in westerly direction.
	Caution: Bluff 1339'MSL 1.3 miles E of airport. TV Towers 1739'MSL 4.6 miles WNW and 1705'MSL 2.6 miles SW, stack 1132'MSL 0.7 miles SSE of LOM. Notes: (1) **300-1 take-off minimums required on runways 2, 20, 35L, 17R, 14R, 32L, 26 and 8 for more than two-engine aircraft. (2) *No reduction in two-engine or less aircraft take-off minimums authorized except on runways 14L, 32R, 17L and 35R.										
ROCK SPRINGS, WYO. Municipal Arpt. 6752 SBRAZ-DTV RKS Procedure Number 1 Amendment Number 5 Effect: 22 December 1956. Supersedes Amdt. No. 4 dated 18 January 1954. Major Changes: Distance now in nautical miles; speeds in knots; correct course and dist. col 3; procedure turn limited to 10 mi; missed approach limited to 20 mi.	Point of Rocks FM(final)	246 13.0	8700	N side E crs. 066 - outbnd 246 - inbnd 9200 within 10 mi.	8700*	246 2.5	T-dn C-d C-n S Rnwy 25 d N A-dn	300-1 ¢500-1 ¢500-2 ¢500-1 ¢500-2 800-2	300-1 500-1 500-2 500-1 500-2 800-2	#200-0.5 500-1.5 500-2 500-1.5 500-2 800-2	Within 2.5 miles climb to 10,000' on W crs. RKS-LFR within 20 miles. Note:*Descent to 8200' authorized if ILS outer marker aural and visual signal received. #300-1 required for night take-off on all runways except 7-25. ¢400-1 Day, 400-2 Night authorized if final approach made from outer marker.
	ILS Outer Marker(final)	246 1.5	*8200								
SCOTTSBLUFF, NEBR. Scottsbluff Arpt. 3965 SBMRLZ-DTV-SCT Procedure Number 1 Amendment Number 8 Effect. date: 22 December 1956. Supersedes Amdt. No. 7 dated 8 February 1954. Major Changes: 1. New form-nautical miles.				E side SE crs. 121 - outbnd 301 - inbnd 5600 within 10 mi. (NA beyond 10 mi. on account high terrain.)	5100	301 2.6	T-dn C-dn S-dn 30 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 500-1 800-2	*200-0.5 500-1.5 500-1.5 800-2	Within 2.6 miles, climb to 6000' on NW crs. within 20 miles. Air Carrier Note: *300-1 required Runway 24.
SIOUX CITY, IOWA Sioux City Arpt. 1097 SBMRLZ-VDT-SUX Procedure No. 1 Amdt. No. 9, Effect. date: 22 Dec. 56. Supersedes Amdt. No. 8 dtd 30 Mar 54. Major Changes: 1. New form- n miles. 2. Col. 5- dist. revised to 10 mi.(Criteria). 3. Revises air carrier note. 4. Adds transition route.	Sloan FM (final)	Direct	1900	E side S crs. 154 - outbnd 334 - inbnd 2400 within 10 mi.	1900	330 1.6	T-dn* C-dn S-dn 31 & 35 A-dn	300-1 500-1 400-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1.5 800-2	Within 1.6 miles, climb to 3000' on N crs, or when directed by ATC(1) turn left, climb to 3000' on W crs. within 20 miles. Caution: 1318' terrain 1.4 miles ENE of arpt. Air Carrier Note: *300-1 required for all take-offs on Runway 4.
	Sioux City VOR	Direct	2400								
WESTFIELD, MASS. Barnes Arpt. 270 MRLZ BAF Procedure No. 1 Amdt. No. 4 Effect. date: 22 December 1956. Supersedes Amdt. No. 3 dated 1 April 1954. Major Changes: New Procedure-relocated facility.	Hadley Intsxn. (final)	203 6.1	2000	W side N crs. 023 - outbnd 203 - inbnd 3000 within 10 mi.	2000	203 4.8	T-d* T-n* C-d C-n S-d 20 S-n 20 A-dn	700-1 700-2 800-1 800-2 800-1 800-2 1500-2	700-1 700-2 800-2 800-2 800-1.5 800-2 1500-2	700-1 700-2 800-2 800-2 800-1.5 800-2 1500-2	Within 4.8 miles make a climbing right turn, continue to climb returning to the Westfield LFR, hold North 203° inbnd, 023° outbnd, right hand pattern at 3000'. ADF Procedure NA. Air Carrier Note: No reduction for ceiling and visibility is authorized for take-offs or landings.
	*800-1 day, 800-2 night required for take-off to E on Runway 9 and SE on Runway 15.										

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
GOODING, IDAHO Gooding Municipal Arpt. 3729 BH-DTV-GNG Procedure Number 1 Amendment Number 4				S side of crs. 250 - outbnd 070 - inbnd 5700 within 10 mi.	4329	Facility on airport.	T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2	300-1 700-1 600-2 800-2	300-1 700-1.5 700-2 800-2	Within 0.0 miles...turn right, climb to 7000' on course of 120° from GNG-H within 15 mi.
Effect: 22 Dec. 1956. Supersedes Amend #3 dated 30 June 1950. Maj.Changes: Raise take-off mins for 4-engine aircraft; eliminated en route instructions on missed approach; deleted transitions.											

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(13 Nov 1956)

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	2	3	4	5	6	7	8	9	10	11	12	13	14
BILLINGS, MONTANA Municipal Arpt. 3612 ILS BIL LOM BI Comb. ILS/ADF Procedure Number 1 Original Effective: 15 December 1956 Supersedes ADF LOM-BI Procedure No. 1 Amdt. No. 1 dated 4 August 1956. Major Changes: New ILS Procedure; combines ADF Procedure.	BIL VOR	LOM	329 1.7	5200	S side of crs. 275 - outbnd 095 - inbnd 5200 within 10 mi. (NA beyond 10 mi.)	ILS 4800	4783 4.1 ADF 4783	3794 0.6	T-dn C-dn S-dn Rnwy 9 ILS ADF A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	*200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Within 4.1 miles of LOM climb to 5200' on E crs. BIL-LFR within 20 mi. of station. Approach Light Not Installed. *300-1 required for take-off on all runways except 9-27. Caution: Standard clearance over obstructions not provided on ADF final approach(terrain 3605'MSL at BIL VOR).
	BIL LFR	LOM	267 6.0	5200									
	Park City FM	LOM	057 12.8	5200									
	Lavina FM	LOM	154 30.0	6000									
JOPLIN, MO. Joplin Arpt. 980 ILS IJLN LOM-JL Comb. ILS/ADF Procedure Number 1 Amendment No. 2 Effect. date: 15 December 1956. Supersedes Amdt. No. 1 dated 8 September 1956. Major Changes: 1. Transition altitudes Col. 5, lines 3, 4, 5, revised due to 1679' tower 4.6 miles SSW of airport. 2. Missed approach revised due to 1679' tower.	Intsxn. NW crs. ILS & E crs. CNU-LFR (final ILS)	Glide Path Intercept via Loc	130 21.4	ILS 2500	W side NW crs. 310 - outbnd 130 - inbnd 2500 within 10 mi.	ILS 2100 ADF 2000	2127 4.0	1153 0.6	T-dn C-dn C-n S-dn 13 ILS ADF A-dn *ILS ADF	300-1 400-1 400-1.5 300-0.75 400-1 600-2 800-2	300-1 500-1 500-1.5 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 500-1.5 300-0.75 400-1 600-2 800-2	Within 4.0 miles, climb to 2700' on SE crs. ILS or on 130° crs. from JLN-LOM within 20 miles, or when directed by ATC: (1) Make left turn, climbing to 2500' and proceed to JLN-LOM. *All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.
	Intsxn. NW crs. ILS & E crs. CNU LFR	LOM via Loc crs.	130 23.0	ILS 2500									
	Intsxn. SE crs. ILS & SW crs. SGF-LFR	LOM via Loc crs.	310 21.6	ILS 2700									
	Neosho VOR	LOM	336 23.0	ADF & ILS 2700									
	Intsxn. SE crs. ILS & radial 233 SGF VOR	LOM via Loc crs.	310 21.6	ILS 2700									
Procedure Number 2 ILS IJLN Comb VOR/ILS Amendment No. 2 Effect. date: 15 December 1956. Supersedes Amdt. No. 1 dated 8 September 1956. Major Changes: 1. Transition altitudes Col. 5, lines 2 and 3 revised due to 1679' tower 4.6 miles SSW of airport.	Intsxn. SE crs. ILS & SW crs. SGF LFR or radial 233 SGF VOR	#Intsxn.	310 13.3	Final 1800	E side SE crs. 130 - outbnd 310 - inbnd 2300 within 10 mi. of #Intsxn.	No Glide Slope Alt. over #Intsxn. 1800	No Outer Marker Alt. over & miles from #Intsxn 1800 3.7	No Middle Markers	T-dn C-d C-n S-dn 31 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	200-0.5 500-1.5 500-1.5 500-1 800-2	Within 3.7 miles after passing #Intsxn., climb to 2500' on NW ILS crs. within 20 miles. #Intsxn SE crs. ILS & radial 351° Neosho VOR. Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously.
	ILS-LOM	#Intsxn.	130 8.4	2700									
	Intsxn. NW crs. ILS & E crs. CNU-LFR via ILS loc crs.	#Intsxn.	130 31.0	2700									
MEMPHIS, TENN. Municipal Arpt. 291 ILS-IMEM LOM-BXS Comb. ILS/ADF Procedure Number 1 Amendment No. 3 Effect: 15 December 56. Supersedes Amdt. No. 2 dated 14 May 1955. Major Changes: Adds transition from Waverly & Bruins to Island Intsxn. Adds final from Island Intsxn. Revises statute to nautical miles. Revises courses. Changes field elevation.	Memphis LFR	LOM	293 4.7	1500	S side W crs. 267 - outbnd 087 - inbnd 1700 within 10 mi.	ILS 1700 ADF 1200 over LOM	1650 4.3	540 0.6	T-dn C-dn S-dn 9 ILS ADF A-dn ILS ADF	300-1 500-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Climb to 1500' on E crs. of MEM ILS or 4.2 mi. after passing LOM(ADF) climb to 1500' on crs. of 087° within 20 miles. NOTES: 400-0.75 required when Glide Slope not utilized-470' MSL twr. located 1 mile E of LOM. Air Carrier Notes: Take-off at less than 200-0.5 NA on Runway 14-32. #Island Intsxn.: Intsxn. W crs. ILS & bearing 216° to Bruins Rbn.
	Cuba FM	LOM	193 16.0	2000									
	Oakville Intsxn.	OM	267 8.3	1500									
	Bruins MHW	LOM	049 18.7	1700									
	Memphis VOR	OM	274 8.7	1500									
	Waverly Intsxn.	Island Intsxn.#	087 4.5	1700									
	Bruins MHW	Island Intsxn.#	036 15.0	1700									
	Island Intsxn#(final)	LOM	087 5.2	ILS 1700 ADF 1200									
	Radar transition within 25 miles		All Dir.	2300									
	When radar provides 3 mile separation from towers located 8 miles NNE of airport. Sector South of ILS localizer within 15 miles.			1800 1500									
Procedure Number 2 ILS-IMEM Amendment No. 2 Effect: 15 December 56 Supersedes Amdt. No. 1 dated 14 May 1955. Major Changes: Adds radar fix (final). Raises transition 2000 from Fisherville. Lowers S-DN. Corrects courses and changes statute to nautical miles. Change field elevation.	Memphis LFR	Oakville Intsxn.	061 4.8	1500	S side E crs. 087 - outbnd 267 - inbnd 1500 within 10 mi.	NO GLIDE SLOPE Oakville Intsxn. 1000	Oakville Intsxn. 2.8		T-dn C-dn S-dn 27 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.8 miles climb to 1700' on West course ILS within 20 miles. Air Carrier Note: Take-off at less than 200-0.5 NA on Runway 14-32.
	Memphis VOR	Oakville Intsxn	353 1.1	1500									
	Fisherville FM	Oakville Intsxn.	241 13.9	2000									
	8 Mile radar fix on E crs. ILS (final)	Oakville Intsxn.	267 5.0	1000									
	Radar transition within 25 miles		All Dir.	2300									
	When radar provides 3 mile separation from towers located 8 miles NNE of airport. Sector S of ILS lclzr. within 15 miles.			1800 1500									
SIOUX CITY, IOWA Sioux City Arpt. 1097 ILS-SUX LOM-SU Comb. ILS/ADF Procedure Number 1 Amendment No. 4 Effect. date: 22 December 1956. Supersedes Amdt. No. 3 dated 30 March 1954. Major Changes: 1. New form-nautical miles. 2. Col 6 revised (Criteria). 3. Col 7 ADF alt. lowered. 4. Col 14 revised. 5. Minor change in cols 8&9 altitudes.	SUX LFR	LOM	Direct	2400	E side SE crs. 127 - outbnd 307 - inbnd 2400 within 10 mi.	ILS 2200 ADF 1900	2221 4.0	1291 0.6	T-dn* C-dn S-dn 31 ILS ADF A-dn ILS ADF	300-1 500-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 600-2 800-2	200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	Within 4.0 miles, climb to 3000' on NW crs. ILS within 20 mi. of LOM, or when directed by ATC: (1) turn left and climb to 3000' on W crs. SUX-LFR within 20 miles. CAUTION: Terrain 1318' MSL 1.4 mi. ENE of airport. AIR CARRIER NOTE: *300-1 required for all take-offs on Runw 4.
	SUX VOR	LOM	Direct	2400									
	Sloan FM	LOM	Direct	2400									

NOTE: Bearings, headings, courses are magnetic. Distances are nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(13 Nov 1956)

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CHADRON, NEBR. Chadron Arpt. 3312 BVOR-VDTCDR Procedure Number 1 Amendment: Original Effective date: 22 December 1956. Supersedes: None. Major Changes: None				E side of crs. 197 - outbnd 017 - inbnd 5600 within 10 mi	5600	017 18.9	T-d C-d A-d	300-1 2300-3 2300-3	300-1 2300-3 2300-3	300-1 2300-3 2300-3	Within 18.9 miles, climb to 5600' on 011° course from CDR-VOR within 20 miles. Night operations NA (Runway lights inoperative). No control zone.
COLLEGE STATION, TEXAS. Easterwood Arpt. 320 BVOR-DTV CLL MHW-SOK Procedure Number 2 Amendment: Original Effect: 22 December 1956.	Bryan LFR	118 9.0	1400	N side of crs. 098 - outbnd 278 - inbnd 1500 within 10 mi of 050 bearing from Snook Rbn.	1000 over 050 brng. from Snook Rbn.	278 2.8	T-dn C-dn S-dn 28 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.8 miles turn left climb to 1500' on radial 125° within 20 miles. Procedure authorized only for aircraft equipped to receive CLL VOR and SOK RBN bearings simultaneously.
DICKINSON, N. DAK. Dickinson Arpt. 2589 BVOR-DIK Procedure Number 1 Amendment No. 3 Effect. date: 22 December 1956. Supersedes Amdt. No. 2 dated 17 December 54. Major Changes: 1. New form-nautical miles. 2. Col. 5 revised criteria. 3. Col. 12 revised due to tower 3556' MSL 6.5 miles SW of airport.	Dickinson LFR	Direct	4000	W side N crs. 359 - outbnd 179 - inbnd 4000 within 10 mi	3500	179 3.6	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1 600-1.5 800-2	200-0.5 600-1.5 600-1.5 800-2	Within 3.6 miles make left turn climb to 4000' on 173° rad. DIK VOR within 20 miles, then make left turn and return to VOR. Air Carrier Note: Night take-offs and landings authorized NW/SE Runway only. Caution: KDIX twr. 3.9 miles N DIK-LFR 2751'MSL. Twr. 2966' MSL 3.5 miles NE of VOR.
GRAND ISLAND, NEBR. Grand Island Arpt. 1846 BVOR-GRI Procedure Number 1. Amdt. No. 3 Effect. date: 22 December 1956. Supersedes Amdt. No. 2 dated 29 October 1955. Major Changes: 1. New form for minimums. 2. Lowers circling minimums for Cols 9 & 10 using LFR.	Grand Island LFR	165 0.9	3100	W side of crs. 349 - outbnd 169 - inbnd 3100 within 10 mi	2400 *	169 0.5	T-dn C-dn A-dn	300-1 500-1* 800-2	300-1 600-1* 800-2	200-0.5 600-1.5 800-2	Within 0.5 miles, climb to 3200' on GRI 169° radial within 20 mi. *If aircraft, 2-engine or less, are equipped to receive VOR and LFR simultaneously, descent to minimums 100' lower than those indicated are authorized provided descent started after passing LFR.
MASSENA, N.Y. Richards Fld. 205 BVOR-DTVJ MSS Procedure Number 1 Amendment Number 4 Effect. date: 22 December 1956. Supersedes Amdt. No. 3 dated 6 May 1954. Major Change: Adds transition from Malone Intsxn.	Malone Intsxn	290 20.5	2500	N side of crs. 117 - outbnd 297 - inbnd 1700 within 10 mi	1200	297 5.4	T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1.5 800-2	Within 5.4 miles make a climbing right turn to 2000' return to Massena VOR. Caution: 598' twr. located approximately 2 mi. SW of the airport.
OMAHA, NEBR. Omaha Arpt. 982 BVOR-DTV-OMA Procedure Number 1 Amendment No. 2 Effect. date: 15 December 1956. Supersedes Amdt. No. 1 dated 9 July 1954. Major Changes: 1. New form. 2. Limits procedure turn to 10 miles. 3. Revises notes to standardize.	Omaha LFR	134 15.6	2700	E side of crs. 129 - outbnd 309 - inbnd 2400 within 10 mi	2400	309 10.1	#T-dn C-dn S-dn 32L & 32R A-dn	300-1* 1000-3 1000-3 1000-3	300-1* 1000-3 1000-3 1000-3	200-0.5** 1000-3 1000-3 1000-3	Within 10.0 miles, climb to 2700' on crs. of 309° outbnd within 20 miles. #Climb to 2000'MSL prior to proceeding in a westerly direction.
				Caution: Bluff 1339'MSL 1.3 miles East of airport. TV Towers 1739'MSL 4.6 miles WNW and 1705'MSL 2.6 miles SW; stack 1132'MSL 0.7 miles SSE of LOM. Notes: **1. 300-1 take-off minimums required on runways 2, 20, 35L, 17R, 14R, 32L, 26 and 8 for more than two-engine aircraft. *2. No reduction in two-engine or less aircraft take-off minimums authorized except on runways 14L, 32R, 17L and 35R.						
SIDNEY, NEBR. Sidney Arpt. 4300 BVOR-VDT-SNY Procedure Number 1 Amendment Number 2 Effect. date: 22 December 1956. Supersedes Amdt. No. 1 dated 7 January 1956. Major Changes: 1. New form-nautical miles. 2. Col. 12-twr. height increased to 5082'MSL.				S side of crs. 246 - outbnd 066 - inbnd 6000 within 10 mi	5300	066 4.8	T-d T-n C-d C-n A-dn	300-1 300-2 500-1 500-2 800-2	Not Applicable Not Applicable " " "		Within 4.8 miles, climb to 5500' on course of 066° within 20 mi. of VOR. Caution: Tower 5082' MSL 2 miles S of airport. Aircraft on W, E, and SE take-offs climb to 5600' MSL before turning towards tower.
SIOUX CITY, IOWA Sioux City Arpt. 1097 BVOR-SUX Procedure Number 1 Amendment Number 5 Effect. date: 22 December 1956. Supersedes Amdt. No. 4 dated 30 March 1954. Maj. Changes: 1 New form - nautical miles. 2. Col 5 dist. revised to 10 mi (criteria). 3. Revised Air Carrier Notes.	Sioux City LFR Sloan FM(final)	Direct Direct	2400 1900	E side of crs. 133 - outbnd 313 - inbnd 2400 within 10 mi	1900	313 3.5	*T-dn C-dn S-dn 31 & 35 A-dn	300-1 500-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 3.5 miles, climb to 3000' on course of 330° outbnd from SUX-VOR within 20 miles. Caution: 1318' terrain 1.4 miles ENE of airport. Air Carrier Notes: *300-1 required for all take-offs on Runway 4.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(13 Nov 1956)

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RADAR PROCEDURES

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach or, for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS									MISSED APPROACH PROCEDURE
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR)			SURVEILLANCE APPROACH (ASR)				
				TWO ENG. OR LESS		MORE THAN TWO ENG.	TWO ENG. OR LESS		MORE THAN TWO ENG.		
				65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS	65 KNOTS OR LESS	OVER 65 KNOTS	OVER 65 KNOTS		
1	2	3	4	5	6	7	8	9	10		11
CHICAGO, ILLINOIS O'Hare Int'l Arpt. 666 Procedure Number 1 Effect. date: 15 December 1956. Original Supersedes: None Major Changes: None	All Sectors within 20 miles 2500' Sectors measured from airport.	14R, 14L 18, 22, 27, 9	T-dn C-dn S-dn A-dn				300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2		Make immediate turn to 050°, climbing to 2500' to SE crs. NBU LFR. Proceed via SE and NW crs. NBU LFR to Mundelein Intsxn., or when directed by ATC climb to 2500' proceed to ORD ILS LOM.
MEMPHIS, TENN. Municipal Arpt. 291 Procedure Number 1 Amendment No. 1 Effect: 15 December 1956. Supersedes Amdt. "Original" dated 8 March 1954. Major Changes: Revises airport elevation. Lowers minima on Runways 17 and 21. Raises terminal area altitude.	2300' within 25 mi. #1800' when radar provides 3 miles separation from TV Towers located 8 miles NE of airport. 1500' in sector S of localizer and within 15 miles.	All 14 32 All other All	T-dn NA C-d C-dn A-dn				300-1 NA 500-1 500-1 800-2	300-1 NA 500-1 500-1 800-2	200-0.5 NA 500-1.5 500-1.5 800-2		Climb to 2300', proceed to Memphis VOR or LFR. Air Carrier Note: Take-off at less than 200-0.5 NA on Runway 14-32. Caution: TV towers 1349' MSL-1340 MSL and 1179' MSL 6 miles NE of airport.

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (S SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES, LIMITING DISTANCES	MIN ALT (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP. CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. AT TVOR, OR IF LANDING NOT ACCOMPLISHED, REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TWO ENG. OR LESS		MORE THAN TWO ENG. OVER 65 KNOTS	
								65 KNOTS OR LESS	OVER 65 KNOTS		
1	2	3	4	5	6	7	8	9	10	11	12
CHICAGO, ILLINOIS Chicago Int'l(O'Hare) 666 TVOR ORD TVOR-18 Original Effective date 22 December 1956 Supersedes: None Major Changes: None	APL VOR CGT VOR MDW LFR NBU LFR MDW TVOR Wheeling VOR	Direct 2500 Direct 2000 Direct 2000 Direct 2000 Direct 2000 Direct 2000		W side of crs. 004 - outbnd 184 - inbnd 2200 within 10 mi.	1700 over Intsxn. 004 rad & SW crs. NBU LFR or Radar Fix 184 7.0 miles.	178 0.5	T-dn C-dn S-dn 18 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Turn to 050° climbing to 2500' proceed to SE crs. NBU LFR, thence to Mundelein Intsxn
	Radar transition to final approach crs. authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs. at least 3.0 mi. from inbnd fix. Refer to Form ACA-511.5 (GCA-O'Hare) if detailed information on sector altitudes is desired.										
TVOR-22 TVOR ORD Original Effective date: 22 December 1956. Supersedes: None. Major Changes: None.	APL VOR CGT VOR MDW LFR NBU LFR MDW TVOR Wheeling VOR	Direct 2500 Direct 2000 Direct 2000 Direct 2000 Direct 2000 Direct 2000		N side of crs. 032 - outbnd 212 - inbnd 2000 within 10 mi.	1500 over Intsxn. ORD 212 rad. & MDW 346 Radar Fix. From Intsxn. to TVOR 212° 5.0 mi.	217 0.5	T-dn C-dn S-dn 22 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Turn to 050° climbing to 2500'. Proceed to SE crs. NBU LFR, thence to Mundelein Intsxn
	Radar transition to final approach crs. authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs. at least 3.0 mi. from inbnd fix. Refer to Form ACA-511.5(GCA O'Hare) if detailed information on sector altitudes is desired.										
HUNTSVILLE, ALA. Redstone(Army) 679 TVOR-HUA REN-HUA Procedure TVOR-17 Amendment-Original. Effective date: 22 December 1956.	Huntsville VOR	198 7.5	2500	W side of crs. 351 - outbnd 171 - inbnd 2500 within 10 mi.	Abeam Rtn. 2000 @ TVOR 1200	167 0.8	T-dn S-d 17 S-n 17 C-d C-n A-dn	300-1 500-1 600-2 900-1 900-2 1000-2	300-1 500-1 600-2 900-1 900-2 1000-2	300-1 500-1 600-2 900-1.5 900-2 1000-2	Turn right and climb to 2500' on radial 351°. Military authority required. Airport not available to the general public. If Rtn. not received descend below 2000' NA.

NOTE: Bearings, headings, courses are magnetic. Distances are in Nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (13 Nov 1956)

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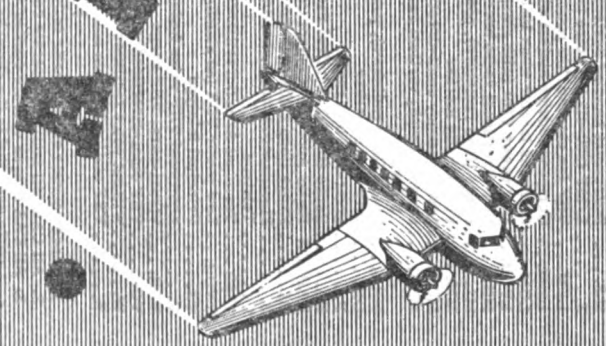
AIRMAN'S GUIDE



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U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

ICAO INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
*** = Automatic voice identification**
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T . . . . . Teletype
TASR . . . Terminal Area Surveillance Radar
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. **Range courses are magnetic in-bearings**
2. **All CAA MH facilities operate continuously unless cited as follows: (on req)**
3. **All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)**
4. **VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility**

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(27 Nov 1956)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260; 109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6	ASR	
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Runway 13R. Arrival Control Gds 122.7mc; does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 348.6.	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8	ASR	
Detroit-Willow Run Arpt. Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Los Angeles Intnl. Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6.	ASR - PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control

STATION	TRANSMITS	RADAR FACS.	REMARKS
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8	ASR	Arrival Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7, 120.3	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 108.1, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8	ASR	
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

(27 Nov 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	TASR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6.	TASR	Gds:135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 257.8 263.0, 301.4, 348.6, 255.4
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 348.6 mc (on req 120.5, 124.4 mc)	TASR	Guards 122.1 mc (on req 120.5, 124.4 mc) Oper. 255.4, 301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 121.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4	ASR	ASR apchs available to rnwys 14 and 32
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4

INSTRUMENT LANDING SYSTEMS

(27 Nov 1956)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	BC-restricted
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted] OM unmonitored.
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

.ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings					0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3)	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),# 255.4,257.8,122.2	
(1)Huntsville	BVOR	HSV	112.3V;121.5,126.3,126.7,126.18,243.0,229.4,	122.1,#	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3),#	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)	269	118.3,121.5,126.18,257.8,243.0	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137,88, 121.5 on req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7, 255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2, 243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3).#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
[redacted]	[redacted]		[redacted]		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 289.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		120.3,132.3,301.4,118.9	#	
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" (N)	HW	NKX	516		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	(2),#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
[redacted]	[redacted]	[redacted]	[redacted]		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0,	(2),#	271.2,343.6,348.6
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2		#
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4	391(3),#	
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7,	3023.5;122.7,#	
" National Arpt			118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0		
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,362.3	# (on req 120.5,125.7, 125.9)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1,121.5,126.18,257.8	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(3)Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4, 269.2	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	VORW	NZC	117.4		
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
Miami	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3,257.8	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; - 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 243.0,271.2,290.8,338.2,343.6	(2),#	
"	Center		120.3,132.8,118.9,301.4,348.6,353.7,301.4,307.9,324.7,353.7,360.6	118.9,120.3,121.5,123,243.0	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8,311.8,269.0,291.6,307.0	(1),#,122.7	
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1 123.7,123.9, 124.7,124.3,119.7,250.2,323.2,340.6,353.9,		126.5,
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	MRAZ	RAN	365		43 A 133 N
" " "	VORW	RAN	114.0		223 A 313 N
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	MHW	BH	281		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0,255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	3023.5;122.7,#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3)	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9 243.0		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.3	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8,263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft. Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7,254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, INSACS-Windsor Locks, Conn	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	27 A 144 N 207 A 303 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	121.5 #	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wk days 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5 257.8		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7,132.3,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,5307,931923247,3436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;183,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-0200Z)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0,3014	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	3023.5;122.7,#	
Paterson	MHW	PNJ	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3	(2),#,126.18	0730-2330Mon-Fri;Sat0730-1530;Sun1030-2030
Trenton (P)	*TVOR		111.6	Monitor category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 - 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-1730Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-2300 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.3,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6	#,122.1	
Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1)" "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburg ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0600-2200&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1 243.0 257.8	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVAR-DTVJ	HKY	109.1;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	(2),#	
Akron Arpt	UHF/DF				305.4,255.4 other freq on req
"	VHF/DF				100-156
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	CMH	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C		227 121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,126.5, 121.5,126.18,257.8,243,269, 291.6,307	(2),#-257.8	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,255.4,284.6	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),#	
" "	UHF/DF				305.4,225.0 to 399.9
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-Patterson AFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF				100-156
" "	UHF/DF				257.8,305.4
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7, [illegible] 255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 3192324.7,3014,243.0,125.1,290.8,343.6		
" = "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1)Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7 257.8		DME
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 340.6,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4	(3)	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0, 250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6	(2),#	
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1,121.5,243.0,126.18, 119.5,257.8,307.2,312.6,290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,	(2),#,122.7 307.9319.2338.2324.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1,118.7,126.18,290.3, 284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 243.0,		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	AC(g)		272;119.1,243.0,257.8	(2),#	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4, 243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7, 255.4	(3),#	8 A 98 N
(1) "	BVOR	DTA	117.1		188 A 278 N DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 121.5,257.8,243.0,250.4,305.4	(2),#	
"	Center		120.3,301.4,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville	BVOR	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(27 Nov 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,207,121.5,126.18,257.8,383.8,243.0	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0,215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 275.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 284,305.4,124.9,243.0,257.8,263.0	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 255.4,243.0	(3)	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. .- -.-. ... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

(27 Nov 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCE: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

ALBUQUERQUE ADIZ DELETED: The Albuquerque ADIZ will be deleted effective December 1, 1956. All references to the Albuquerque ADIZ will be deleted from Part 620, Regulations of the Administrator for the Security Control of Air Traffic, effective December 1, 1956.

NEWARK ATCS CHANGES: Effective 1600E November 13, 1956, all functions and services of the Newark, N. J. ATCS were transferred to and consolidated with the New York ATCS, CAA Operations Building, New York International Airport, Jamaica, N.Y. Voice broadcast, monitoring and cntrol of the Newark LF radio range will be performed by New York Radio, Idlewild. One-stop briefing service with private line flight plan telephone to Idlewild will be available at the Newark Airport Weather Station briefing counter for pilots. In addition the present Newark ATCS business telephone MArket 2-0121 will be provided with direct Idlewild extension for flight plan filing in Newark and the surrounding area.

ARTC CONTROL AREA AND FLIGHT ADVISORY BOUNDARIES: The following advisory and control area boundaries have been revised:

CHICAGO-DETROIT Flight Advisory/Control Area Boundary:

Beginning at a point on the southern edge of Civil Airway Red 12, 40 s mi ENE of the Goshen, Ind. omnirng at lat 41-48-30, long. 85-21-00.

Thence, northward to the northern edge of Civil Arwy V-10 to a point 50 s mi NE of the South Bend, Ind. omnirng, forming the control area boundary on Civil Arwys Red 12 and V-10.

Thence, westward along the northern edge of Civil Airway V-10 to the eastern edge of Civil Arwy Blue 3 and northward along the eastern edge of Civil Arwy Blue 3 to the southern edge of the Keeler-Jackson Victor Arwy (possibly V-116), forming the control area boundary on Civil Arwy Red 100.

Thence, westward along the southern edge of Keeler-Jackson Victor Arwy (possibly V-116), to a point 12 s mi SE of the Keeler, Mich. omnirng, forming the control area boundary on Civil Arwy Blue 3.

Thence, via an arc 12 s mi E from the Keeler, Mich., omnirng to the northern edge of the Keeler-Lansing proposed Victor Arwy, forming the control area boundary on the proposed Keeler-Jackson (possibly V-116) and Keeler-Lansing Victor Arwys.

Thence, southwestward along the northern edge of the Keeler-Lansing proposed Victor Arwy to and westward along the northern edge of the proposed Keeler-Wheeling Victor Arwy to a point 20 s mi SSW of the Pullman, Mich., omnirng, forming the control area boundary on Civil Arwys V-55 and Blue 6.

Thence, via an arc 20 s mi W of the Pullman, Mich., omnirng to a point on the northern edge of Civil Arwys V30 and Red 57, forming the control area boundary on Civil Arwys Red 28, Red 57, V-30, V-30S, and the proposed Wheeling-Pullman Victor Arwy.

Thence, along the present control area boundary 25 s mi W of the Muskegon, Mich., omnirng.

KANSAS CITY-DENVER and KANSAS CITY-MINNEAPOLIS Boundaries:

Beginning at a point on the northern edge of Civil Arwys V-6N/V8N, 25 s mi E of the Grand Island, Nebr., omnirng stn.

Thence, northward, direct to a point at longitude 98° W and latitude 43° N, forming the Kansas City-Denver control boundary on Civil Arwy V-100.

Thence, eastward to a point 45 s mi S of the Sioux Falls, S. Dak., omnirng stn on the western edge of Civil Arwy Amber 4.

Thence, via an arc 45 s mi S of the Sioux Falls, S. Dak. omnirng stn, forming the Kansas City-Minneapolis control area boundary on Civil Arwys Amber 4, V-15 and V-15E.

Thence, southeastward to a point 25 s mi SW of the Mason City, Iowa, omnirng stn and via an arc forming the Kansas City-Minneapolis control area boundary on Civil Arwys V-13W, V-13, V-13E and V-67.

Thence, via an arc 36 s mi N to E of the Waterloo, Iowa, omnirng stn, forming the Kansas City-Minneapolis and Kansas City-Chicago control area boundaries on Civil Arwys V-161 and V-100.

Thence, direct to a point on the northern edge of Civil Arwy V-172, 80 s mi E of the Des Moines, Iowa, omnirng stn, the present Kansas City-Chicago control boundary.

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective as indicated:

RENAMED: Effective December 13, 1956:

LAKE PARK, WIS. (VHF) INTSXN - (Formerly "Maitland" Intsxn) - the intsxn of the 102°T radial of the Milwaukee, Wis. VOR and the back course of the Milwaukee, Wis. ILS lclzr.

DESIGNATED: Effective December 10, 1956:

NEWARK LMM, N. J. (VHF) INTSXN - the intsxn of the 139°T radial of the Caldwell, N. J. VOR and the SW course of the Newark, N. J. ILS lclzr.

REDESIGNATED: Effective December 13, 1956:

CHICAMAUGA, TENN. (VHF) INTSXN - the intsxn of the S course of the Lovell ILS lclzr and the 229°T radial of the Chattanooga, Tenn. VOR.

CANCELLED: Effective December 10, 1956:

AMBOY, N. J. (VHF) INTSXN - the intsxn of the Allentown, Pa. VOR direct radial to the Scotland, N. J. Rbn and SW course of the Newark, N. J. ILS lclzr.

WOODBRIDGE, N. J. (VHF) INTSXN - the intsxn of the 352° mag radial of the Colts Neck, VOR and the SW course of the Newark, N. J. ILS lclzr.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated or cancelled and shall become effective as indicated:

DESIGNATED: Effective December 13, 1956:

DENTON, TEX. (VHF) INTSXN - direction of holding - SE on 305°T radial of the Dallas, Tex. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 2000'.

PT. DUME, CALIF. (VHF) INTSXN - direction of holding - N on 163°T radial of the Fillmore, Calif. VOR; direction of turns - LEFT; time - one minute; minimum altitude - 4000'.

Effective December 10, 1956:

NEWARK, N. J. LMM(VHF)- direction of holding - SW on Newark, N. J. ILS lclzr; direction of turns - LEFT; time - one minute.

NEWARK, N. J. LMM (LF) - direction of holding - SW on Newark, N. J. ILS lclzr; direction of turns - LEFT; time - one minute.

CANCELLED: Effective December 10, 1956:

NEWARK, N. J. LFR - direction of holding - SW; direction of turns - RIGHT; time - one minute.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 18, dated November 13, 1956, as follows:

(1) Page 14 - MEAs - Change last portion of Civil Airway Blue 18 to read as follows: Albany, N. Y. LFR to Burlington, Vt. LFR - 4500; Glens Falls, N. Y. LF/RBN to Albany, N. Y. LFR (S-bound only) - 3000; Vergennes, Vt. FM to Burlington, Vt. LFR (N-bound only)- 2000; Burlington, Vt. LFR to U. S. Canadian Boundary LFR - 3000.

(2) Page 50 - Item 48 under On-Request Reporting Points (Designate) - Correct to read: "McDOUGALL, ALASKA (LF) INTSXN".

(3) Page 50 - Item 42 under On-Request Reporting Points (Redesignate) - Correct to read: WELLPINIT, WASH. (VHF) INTSXN - the intsxn of the 284° T radial of the Mullan Pass, Mont. VOR and the 322° T radial of the Spokane, Wash. VOR.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 28 - Cheyenne, Wyo. Correct CAA telephone number to read: 9-9711.

(2) Page 100 - (Airborne) Ft. Worth, Tex. (Meacham Fld). Delete VOR rcvr check point.

(3) Page 101 - (Airborne) McComb, Miss. Correct VOR rcvr check point to read: 248°.

(4) Page 102 - (Airborne) Rawlins, Wyo. Add VOR rcvr check point: - 245° (Cherokee BVOR); ATCS Building; 7300'.

(5) Page 106 - (Ground) Oklahoma City, Okla. Delete VOR rcvr check points.

✓ MINIMUM EN ROUTE ALTITUDES - TEMPORARY: The following altitudes are effective from December 13, 1956 to January 10, 1957:

V-134 is amended to read in part:

From	To	MEA
Evergreen, Ala. VOR	Int 060 T radial Evergreen, Ala. VOR and 192 T radial Montgomery, Ala. VOR	3500
Int 060 T radial Evergreen, Ala. VOR and 192 T radial Montgomery, Ala. VOR	Int 241 T radial Columbus, Ga. VOR and 123 T rad Montgomery, Ala. VOR.	4000
Int 241 T radial Columbus, Ga. VOR and 123 T radial Montgomery, Ala. VOR.	Columbus, Ga. VOR	3500
Columbus, Ga. VOR	Atlanta, Ga. VOR.	3000

✓ DISCONTINUANCE OF AIRWAYS BEACONS: Effective December 7, 1956, the following beacons in Region Four are discontinued:

NOTE: Name of beacon is followed by site number and mileage to beacon site.

ARIZONA

Black Mesa; 25; 17 mi SW Quartzsite
Burnt Well; 30; 10 mi W Tonopah
Tonopah; 31; 5 mi E Tonopah
Clemenceau; 40; 1 mi S Cottonwood
Joseph City; 50; 5 mi N Joseph City
Navajo; 54; 7 mi S Navajo

CALIFORNIA

La Jolla; 1; 3 mi NE La Jolla
Dana Point; 6; 7 mi SE Laguna Beach
Sequan Pk.; 11; 7 mi SE Holtville
Hastings; 4; 8 mi N Rio Vista
Gold Run; 12; 2 mi S Alta
Troy; 14B; 5 mi W Soda Springs
Truckee Ridge; 16A; Truckee
Winters; 6; 3 mi N Winters
Willows; 12; Willows
Corning; 15; Corning
Anderson; 19; Anderson
Flume Creek; 24; 3 mi NW Sims
Gazelle; 27; 3 mi NW of Gazelle
San Luis Obispo; 16; 4 mi NE San Luis Obispo
Cotton Gin; 8; 10 mi SW Arvin
Delano; 12; 1 mi S Delano
Tulare; 16; 2 mi S Tulare
Traver; 18; 2 mi NW Traver
Biola; 22; 6 mi SW of Biola
Eagle Field; 25; Ora Loma
Brea; 2; 1 mi N Olinda
Shavers Summit; 15; 20 mi E Thermal
Barstow; 12; 5 mi S Barstow
Cadiz; 20; 3 mi N Cadiz

COLORADO

Bragdon; 1; 2 mi S Pinon
Wigwam; 2; 7 mi N Pinon
Larkspur; 7; 2 mi N Larkspur
Brighton; 12; Brighton
Ault; 16; 5 mi W Ault
Dover; 17; 5 mi N of Nunn
Marnel; 52; 6 mi N Cedarwood
Hoyt; 4; 20 mi S Wiggins
Wauneta; 14; 16 mi WNW Wray

IDAHO

Woodruff; 8; Woodruff, Idaho
Gibson; 16; 7 mi S Blackfoot
Roberts; 20; Roberts, Idaho
Hazelton; 17; 5 mi N Hazelton
Payette; 34; 4 mi NE Payette

MONTANA

Hysham; 27; 7 mi S Hysham
Tusler; 35; 4 mi S Kinsey

NEVADA

Fernley; 22; 3 mi NE Fernley
Carson Sink; 25; 5 mi NE Desert
Pickett Wells; 33; 21 mi SW Battle Mountain
Emigrant Pass; 39; 10 mi SW Carlin
Elburz; 43; 2 mi N of Elburz
Kingston Pass; 21; 20 mi SE Jean
Mormon Mesa; 32; 7 mi N Mormon Mesa

NEW MEXICO

Pratt; 26B; 9 mi W Animas
Continental; 30; 1 mi NW Seama
Birchfield Ranch; 35; 5 mi W Malpais
Inscription Rock; 61; 4 mi E El Moro
San Rafael; 63; 10 mi SW Grants
Seama; 65; 1 mi NW Seama
Rio Puerco; 68; 20 mi W Albuquerque
Montoya; 84; 4 mi N Montoya
Peralta; 21; 3 mi SW Peralta
Maxwell; 41; 5 mi W Maxwell

OREGON

Wauna Lake; 3B; 3 mi N Bonneville
Hood River; 6A; 1 mi E Hood River
Talent; 32; 1 mi E of Talent
Rice Hill; 42B; 6 mi N Oakland

UTAH

Barro; 55; Barro
Low; 57; 8 mi NW Delle
Saltair; 61B; 3 mi N Garfield
Motoqua; 36; 5 mi NE Motoque
Black Rock; 47; 4 mi NE Black Rock
Jericho; 55; 15 mi S Eureka

WYOMING

Bear Creek; 3; 7-1/2 mi SSW Chugwater
Glendo; 9; 4 mi NNW Glendo
Carcyhurst; 12; 13 mi ESE Glenrock
Midwest; 20; 3-1/2 mi NW Midwest
Buffalo; 26; 10 mi SE Buffalo
Sheridan; 30; 7 mi WNW Sheridan
Piedmont; 8; 5-1/2 mi NE Piedmont
Bryan; 13; 3 mi S Bryan
Bitter Creek; 19; 8 mi N Bitter Creek
Wamsutter; 22; 2-1/2 mi N Wamsutter
Rawlins; 26; 1/2 mi SW Rawlins
Old Carbon; 30; 6 mi ESE Hanna

✓ RADIO FACILITY CHART CORRECTIONS: Correct the following Radio Facility Charts as indicated:

RF Charts 1 (dated November 7, 1956) and 3 (dated October 24, 1956): MEA on V-6 and V-6N, between, Cherokee, Wyoming and Rock River, Wyoming should read 12,000 feet instead of 10,500 feet.

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Butte	Kootenai	WAC 269
Glacier Park	Spokane	RC 2210
Hawaiian Islands	Williston	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

.. Grand Junction	11-13-56	Dallas-		WAC 364	11-13-56
Los Angeles	11-9-56	Ft-Worth Lcl	11-13-56	WAC 404	11-6-56
		RC 2214	11-6-56	WAC 405	11-6-56

Instrument Flight Charts
released since November 5, 1956

AL 84 RNG	Cleveland-Hopkins Apt, Ohio	AL 396 ILS-2	Joe Foss Field, S. Dak.
AL 104 RNG	Daggett Arpt, Calif.	AL 866 ILS-1	Greater Ft. Worth Int, Tex.
AL 228 RNG	Las Vegas, Arpt, N. Mex.	AL 866 ILS-2	Greater Ft. Worth Int, Tex.
AL 396 RNG	Joe Foss Field, S. Dak.	AL 965 ILS	Ontario Int Arpt, Calif.
AL 608 RNG	Hulman Field, Ind.	AL 78 ADF	Douglas Field, N. C.
AL 826 RNG	St. Joseph Bay Seaplane, Fla.	AL 107 ADF-1	Dayton Arpt, Ohio
AL 837 RNG	North Bend Seaplane, Ore.	AL 178 ADF	Greensboro-High Pt, N. C.
AL 841 RNG	CGAS St. Petersburg, Fla.	AL 396 ADF	Joe Foss Field, S. Dak.
AL 844 RNG	Senaca Lake Seaplane, N. Y.	AL 866 ADF-1	Greater Ft. Worth Int, Tex.
AL 78 ILS	Douglas Field, N. C.	AL 866 ADF-2	Greater Ft. Worth Int, Tex.
AL 107 ILS-1	Dayton Arpt. Ohio	AL 954 ADF	Greater Rockford Arpt, Ill.
AL 117 ILS-2	Des Moines Arpt, Iowa	AL 104 VOR	Daggett Arpt, Calif.
AL 178 ILS-2	Greensboro-High Pt., N. C.	AL 228 VOR	Las Vegas Arpt, N. Mex.
AL 218 ILS	McGhee-Tyson Arpt, Tenn.	AL 233 VOR	Adams Field, Ark.
AL 239 ILS-2	Standiford Field, Ky.	AL 396 VOR	Joe Foss Field, S. Dak.
AL 282 ILS-2	Berry Field, Tenn.	AL 608 VOR	Hulman Field, Ind.
AL 378 ILS	Santa Barbara Arpt, Calif.	AL 693 VOR	San Jose Mun Arpt, Calif.
AL 396 ILS-1	Joe Foss Field, S. Dak.	RF 1, 2, 7, 8, 9	

RF Terminal Area - Atlanta, Boston, Dallas-Ft. Worth, Hawaiian Islands, Miami, New York
RF-VOR Terminal Area - Atlanta, Chicago, Detroit, Indianapolis, Hawaiian Islands, New York, Philadelphia, San Francisco-Oakland, Tulsa, Washington
RF Hawaiian Islands Reserved Airspace
RF Dates of Latest Prints

NEW CHARTS

AL 877 RNG-2	Rapid City, South Dakota	Rapid City Arpt.
AL 19 ILS-2	Amarillo, Texas	Amarillo Air Term.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	-	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. (11-2)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

**BIRMINGHAM-SPECIAL NOTICE: Effective Dec 13, Caution Area C-445 will be rescinded.

BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (8-30)

BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-BATES FLD-TOWER: Nov 7, ILS lclzr and glide slope shut down - severe bends in lclzr course. FLD: Due space shortage, all transient and lcl acft not permitted parking space on Admin Bldg ramp xcpt enplaning & deplaning passengers. Use facs E side fld.

MONTGOMERY-DANNELLY FLD-TOWER: Oct 17, ILS glide slope, MM and LMM shut down until approx Jan 1 - relctn. Lclzr, OM and LOM remain in opern. (10-17)FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail. days, easternmost 6000' avail. sunset-sunrise to civil acft. W end mrkd by flags-days, lgts-ngts.

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

TUSCALOOSA-VAN DE GRAFF ARPT: Tow car pulling glider daylgt hrs. (11-8)

ARIZONA: AJO ARPT: Beacon and lights inoperative (6-18)

**BUCKEYE-STEPHENS ARPT: Elevation: 890'. (10-31)

**CACTUS-NORTH PHOENIX ARPT: Abandoned. (10-1)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

**FLORENCE JUNCTION ARPT: Reinstated. Deleted in error. Type: L. Lat: 33-15; long. 111-21. Lctn: 1 mi SW. Elev: 1900'. No. of rnwys: 1. Lngst rnwy & facs: 53. Remarks: Rolling. Hill NNE. (8-20)

FORT HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until Dec 15, 1956 - artillery firing and drone flying. (9-10)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (11-5)

**GILA BEND-C.L.STEPHENS RANCH ARPT: Reinstated. Deleted in error. Type: P Lat: 33-03; long 112-54. Lctn: 13 mi NW. Elev: 650'. No. of rnwys: 1. Lngst rnwy & facs: 26; Fuel: F2. Remarks: P-line E. (8-21)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

**MANY FARMS ARPT: Reinstated. Deleted in error. Type: L. Lat: 36-21; long. 109-37. Lctn. 0.2 mi E. Elev: 5300'. No. of rnwys: 1. Lngst rnwy & facs: 24. Remarks: Soft when wet - erosion. (8-28)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. Const in progress S of taxiway 1 from rnwy 8L to trans ramp and S to arpt entrance road.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

**ROUND ROCK ARPT: Reinstated. Deleted in error. Type: L. Lat: 36-30; long. 109-29. Lctn: 1 mi S. Elev: 5400' No. of rnwys: 1. Lngst rnwy & facs: 33. Remarks: Caution-soft when wet - erosion. (8-28-56)

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000' 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF & UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

ARIZONA: **WHITE RIVER-FORT APACHE ARPT: Reinstated. Deleted in error. Type: L. Lat 33-49; long. 109-59. Lctn: 3 mi S. Elev: 5109'. No. of rnwys: 1. Lngst rnwy & facs: 42. Remarks: Surd. by mts. Lndg area ruf due vegetation. (9-12-56)

WINSLOW-RADIO: About Dec 10, VOR will be shut down until approx Jan 11. During shut down following arwys will not be usable: V-12 and 12N Prescott, Ariz-Zuni, N. Mex. V-95 Phoenix, Ariz-Winslow, Ariz. (11-19)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: CLARKSVILLE ARPT: Rnwy lgts temp. inop. (10-9)

EL DORADO-RADIO: DME 2000' MSL coverage 43.5 mi 325° thru N to 225°; 2000' MSL coverage 35 mi 225° thru W to 325°. (3-30)

HARRISON ARPT: Fld clsd ngts.

NORTH LITTLE ROCK-CENTRAL ARPT: Fld closed to all operns-const. (3-1)

**PINE BLUFF-GRIDER ARPT: 147 (351'MSL) water tank erected 2.9 n mi NNE (30°T) at lat 34-13-17, long. 91-54-25. (10-5)

**SPRINGDALE ARPT: NE/SW rnwy clsd. (3-14)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

CALIFORNIA: ARCATA-RADIO: Nov 13, LFR shut down. (11-20)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300° 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n m at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Closed. (8-30)

**DOS PALOS-EAGLE ARPT: Rnwy lgts discontd. (10-15)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

**FAIRFIELD-SUISUN ARPT: Closed permanently. (11-16)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down until approx Feb 1, 1956 - relctn. (10-8) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip. both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11, large equip. working in rnwy extension area. (7-5)

**FRESNO-SIERRA SKY PARK ARPT: Attended 24 hr., 80/87 oct fuel, flares prior request.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

KLAMATH-McBETH ARPT: Closed. (6-13)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) About Dec 1, rcvr 122.5 mc will be changed to 122.6 mc. (11-9) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and tk-offs. Rnwy 12 clsd. (11-9) About Nov 28, neon apch lgt lane will be discontd indef. (11-21)

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const areas.

CALIFORNIA: Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Effect. Nov 5, hi-8intensity apch lgts rnwy 25 L will be converted from slope line sys to centerline sys configuration A. No interruption to service xcpt green threshold lgts of slope line sys intermittently inop durg conversion. (10-17)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700.

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions os less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planing to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n m at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG AND JAL-358-ADF, are to be used for emergency only.

**OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Light plane gravel area perm clsd: Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)

OCEANSIDE-RADIO: VOR coverage restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO-INTN'L ARPT-TOWER: Nov 19, freq 348.6 mcsnd. (11-21) Data rcvd too late for ANRA page. FLD: Make turns on or off taxiway S side rnwy 7-25 at intersections only. Engine run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and landings prohibited except ANG 196th fighter interceptor acft. Due to non-visibility twr unable to control traffic on ANG ramp and taxiway leading to ANG hangar area. (7-16)

**OTAY-WOLFE'S ARPT: Abandoned.

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at at 6000'; 245°-270°, 35 n mi at 6000'.

**PETALUMA-SKY RANCH ARPT: Unicom. (10-11)

CALIFORNIA: **POINT REYES-SPECIAL NOTICE: Effective Dec 13, Warning Area W-513 in use 0800-2000 daily, estab as follows: beginning at lat 38-03-20, long. 123-12-00; thence to lat 38-01-30, long. 123-11-10; to lat 37-56-00, long. 123-10-00; lat 37-53-20, long. 123-04-55; lat 37-47-00, long. 103-00-00; lat 37-43-00, long. 124-00-00; lat 37-50-00, long. 124-24-30; lat 38-00-00, long. 123-23-00 to point of beginning. (11-7)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

**RINCON-LAZY H SKY RANCH ARPT: Closed to public - avail only on written permission of owner. (10-20)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN BERNARDINO ARPT: Only one rnwy available (11-29) 4600' unpaved. (10-10)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

**SAN FRANCISCO-SPECIAL NOTICE: Effective Dec 13, Warning Area W-260 redefined as follows: beginning at lat 39-00-00, long. 123-56-30; thence to lat 38-03-20; long. 123-12-00; lat 38-00-00, long. 123-23-00; lat 37-50-00, long. 124-24-30; lat 38-05-30, long. 125-22-00; lat 38-52-00, long. 125-52-30 to point of beginning. (11-7)

SAN FRANCISCO-RADIO - SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT-TOWER: About Nov 30 rcvr 122.5 mc will be replaced by 122.7 mc. (11-7)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN MARCOS-McCORMICK ARPT: Clsd to public. Now private arpt. Land at own risk.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MARIA-HANCOCK ARPT: Due p-line SW corner, NE/SW rnwy clsd. (11-20)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Rnwy 16-34 clsd. All taxiways xcpt taxiway A clsd. Excavation with hvy equip in progress in all clsd areas-mrkd. Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low approaches is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355°, at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip clsd for winter. (10-26)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

COLORADO: AKRON - RADIO: November 24th, VOR flight - checked, operations normal. (11-26)

CHEYENNE WELLS ARPT: Clsd for winter due dust. Land at own risk. (10-29)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD-TOWER: Effect. Dec 1, Radar Arrival Service will be inaugurated. Outer fixes Dupont, Henderson and Aurora H facility. Civil freq 119.5 mc. Military 257.8 mc or 137.88 mc. (11-26) FLD: Runway 8L - 26R closed to operations

COLORADO: - heavier than DC-3 aircraft except when absolutely necessary for taxiing west of runwy runway 3-21. Heavy air traffic north and east due to extensive instrument training. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)

**LA JUNTA ARPT: 203' (4441' MSL) lgtd twr erected 5.0 n mi SSW (217°T) at lat 37-59, long. 103-34. (11-27)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long 104-18-00, conducting demolition work - days.

**STRATTON ARPT: Abandoned. (10-2)

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)

NORWICH-RADIO: About Jan 8, VOR will be shut down until approx Feb 2, modernization.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until June 1, 1957. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equipment on fld. Extensive glider activity weekends and evenings.

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, hvy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecarlia, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5°S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) About Dec 17, existing slopeline apch lgtg sys serving rnwy 36 will be decmsnd. Simultaneously a centerline apch lgtg sys will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red bar lgt on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (11-13)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200' (346' MSL) lgtd steel stack being erected 1.3 n mi E.

**CLEWISTON-AIRGLADES STATE ARPT: 250' (269' MSL) lgtd twr erected 7.0 n mi ENE (85°T) at lat 26-45-27, long. 80-55-08. (11-1) Unattended - no lgts or services. Unicom discontd. (10-10)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28) DUE to temp shut down, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate, Other arwys predicated on Daytona Beach VOR unusable. (10-19)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi.

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operations.

FLORIDA: **KEY WEST-INTN'L ARPT: Caution new fld under const. No night operns. Const equip. on and about rnwys. Rnwys 3-21 and 11-29 perm clsd; rnwy 16-34 clsd; rnwy 8-26 temp open. Large or fast acft taking-off from rnwy 8 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Intn'l Fld will ctc Boca Chica twr on 126.18** mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (9-12)

** LABELLE MUN ARPT: 275'(311'MSL) lgtd twr erected 1.0 n mi NNW (351°T) at lat 26-45-56, long. 81-26-15. (11-1)

**LONGWOOD-SLADE ARPT: New fld reported. - Lat. 28-42; long 81-22. Lctn: 2 mi W. Elev: 110'. No. of rnwys: 1. Lngst rnwy & facs: 26-S5. Fuel: 80 octane. Remarks: P-line S. (10-29)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: About January 10, N course LFR will be realigned from 160° to 136°. (10-17)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types:when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20) Men and equip. working 400 ft. S of rnwy 9L-27R constructing parallel taxiway. (11-20)

NAPLES-AMERICA ARPT: 125' (131'MSL) lgtd twr being erected 1.0 n mi SW(243°T) at lat 26-08-23, long. 81-47-49. 175' (185'MSL) lgtd twr being erected 11.0 n mi N(1°T) at lat 26-20, long 81-46. (11-1)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

**PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip. adj rnwys. Use rnwys only. Fld lgts operated sunset-sunrise. Fld unattended 2300-0600C. (10-8)

PUNTA GORDA-CHARLOTTE CO. ARPT: 150'(155'MSL) lgtd twr being erected 2.6 n mi SE. (11-1)

**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: Rnwy 16-34 clsd. - mrkd as ramp and taxiway. (9-10)

**ST. PETERSBURG-WHITTED ARPT: Formerly carried as Whitted Arpt, CGAS. (10-12)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier night operns. (10-7) Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd nights. (2-15)

VERO BEACH-HIBUSCUS AIRPARK: Closed - construction. (10-20)

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE: Effective 20 Sept, Form 511.1 dated Nov 12, 1954, Missed GEORGIA: Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand feet and proceed on SW course ATL LFR within 20 miles."

ATLANTA-SPECIAL NOTICE-RADIO: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flight plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial contact with Atlanta Apch Ctl on 120.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. (3-6) Rnwy 33R-15L clsd. (4-21) Rnwy 27R-9L open daylight hours only for acft 10,000 lbs and under, and full responsibility of use is in the pilot. (11-14)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT TOWER: Mobile ctl twr operg 0800-2100. Lctd: SSE side near intsxn rnwys 29 and 26. Trans freq: 278kc, 118.1, 126.18, and 257.8 mcs. Rcvg: 3023.5 kc, 118.1, 126.18, 257.8 and 122.5 mc. Voice call: "Brunswick". (9-24)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29) October 23, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long. 85-01-06, 6.2 n mi NW of arpt. (8-20) During shutdown MEA V-56 and V-154 Montgomery to Junction City Int 4400'. Hamilton Int redesignated 198° radial of Atlanta and 271° radial of Macon MEA 4400'. MRA V-134 Hamilton Int to Atlanta 4400'. V-56N and V-154N Montgomery, Ala to Columbus, Ga and V-134 Shady Grove to Columbus unusable. Marvyn Int and Madras VOR Int unusable. Kent Int unusable, Shady Grove Int redesignated 058°radial of Evergreen VOR and 120°radial of Montgomery VOR, MEA 4200', V-134 Evergreen VOR to Shady Grove 4200'. (10-23) Int of 52° bearing from Columbus LOM and NE course Columbus LFR or 198° radial of Atlanta VOR MRA 4400' is designated as Glenn Int. Holding is not authorized. MEA from Glenn Int to ColumbusLOM is 2000' MSL. (11-16)

**COLUMBUS-MUSCOGEE COUNTY ARPT: Caution - due unlgtd trees in apch area to rnwy 5, approx 1000 ft of rnwy unusable. No night lndg rnwy 5, no night tk-off rnwy 23. (11-1)

LA GRANGE-RADIO: October 23, VOR shut down-relctn. About Dec 15 will be recmsnd at lat 33-02-54, long 85-12-24, 7 n mi NW of La Grange Arpt. (10-23) Deatsville VOR int, Madras VOR Int, Roopville Int, Temple Int, unusable. V-20 Atlanta to Montgomery MEA 4000'. Concord Int temp designated as Atlanta 172° and Macon 305° radials at arwy alt.

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SWAINSBORO-THOMPSON ARPT: Closed - new runway under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with xcptn of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500'beyond 40 n mi. (11-9)

** FLD: Rnwy 16-34 closed permanently. (10-18)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: October 23, VOR shut down until approx Dec 14. During shutdown, the following arwys are not usable for IFR: V-4S Burley - Glenns Ferry Int. (During this period Glenns Ferry Int. is described as int of Burley 274° M and Mountain Home TVOR 077° M). (11-20)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: H fac usable dist 20-25 s mi. Sept 17, VOR/DME shut down.

**CARBONDALE-MURDALE ARPT: NE/SW rnwy hard-surfaced 3600 feet by 100 feet. (9-10)

ILLINOIS: CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)
**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-ELMHURST ARPT: (formerly carried as Elmhurst, Ill.) Effect. December 31, 1956, fld will be closed. (4-2)
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25)TVOR unreliable due to course roughness beyond 20 mi. all azimuths, beyond 9 mi. 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. (8-24) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip.on fld (10-11)
**DECATUR-DECATUR AVIATION CO.: Delete from records. (10-11)
DIXON ARPT: Under const - open trenches along rnway. Lgtg under const. (10-16)
EAST ST.LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM COUNTY MEM'L ARPT: Const on E/W rnwy. (6-15)
GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended daylgt working hrs. Land at own risk. (9-17)
GILMAN ARPT: Closed. (10-11)
**JOHNSBURG-AIRPORT: Abandoned. (10-28)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MILFORD ARPT: NE/SW and E/W hdg strips usable only 100 ft. width. Mrkd flags at ends.
**MOMENCE ARPT: Reinstated. Type: P. Lat: 41-09; long 87-43. Lctn 3.5 W. Elev: 645. No. of rnways: 2 Lngst rnwy & facs: 25-S5. Fuel 2. Remarks: NW, NE, SW blkd. (11-17)
MOUNT VERNON ARPT: Work in progress days. N/S rnwy clsd; NE/SW lndgs restricted to 2200 x 60 paved section only. (10-29)
NAPERVILLE-SPECIAL NOTICE: Caution - intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long. 88-08, about 5.5 mi S of Naperville or 5 mi. S.S W Naperville VOR on 189° radial. (9-20)
OAKLAWN-HARLEM ARPT: Reported abandoned. (10-22)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
**QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity rnwy lgt system cmsnd on rnwy 3-21.
**ROCHELLE ARPT: Closed (10-18)
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)
ILLINOIS: SPRINGFIELD-RADIO: Nov 13, VOR shut down until approx Feb 7, 1957, - modernization. (11-20)
**WILLIAMSON-W.L.S.ARPT: Perm. closed. (10-18)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LFR between Montezuma and New port and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
ANDERSON-ACE ARPT: 534' (1400' MSL) lgtd twr being erected 2.0 n mi WNW (302°T) at lat 40-03-42, long. 85-42-33. (11-19)
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
FORT WAYNE-RADIO: Aug 7, VOR shut down until approx Nov. 30. (11-23)
FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. (10-9) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc(without voice) ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. Nov 13, VOR/DME shut down until approx Dec 14 - modernization. (11-14)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hanger on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn. (10-25)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW. Lat: 39-34-40 long. 85-48-00, Elev: 800'. No. of rnwys: 2. N/S rnwy 2640 ft., E/W rnwy 3460 ft. Surface: sod. Minor and major repairs. 80/87 fuel. Opern from sunrise - sunset. 30' p-line N, E, W. (11-5)
**SOUTH BEND-CADET ARPT: Type changed to L. Field inactive. (10-11)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)
**TERRE HAUTE-HULMAN ARPT: 312' (882' MSL) lgtd rdo twr erected 6.1 n mi SSW(220°T) at lat 39-22-17, long 87-23-23. (10-29)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CEDAR RAPIDS-RADIO: VOR operg. experimentally. Freq 115.8 mc. Voice ident only.
COUNCIL BLUFFS ARPT: Two 195' (1167 MSL) lgtd twrs being erected 4.5 n mi WNW (312°T) at lat 41-11-59, long. 95-54-34. (10-28)
DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months. (11-23)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

IOWA: IOWA CITY-RADIO: Oct. 29, VOR shut down until approx Dec. 29.
MASON CITY-RADIO: Sept. 4, VOR shut down until approx Dec 15. (11-26)
**MILFORD-FULLER ARPT: Reinstated. Type: L. Lctn: 0.7 mi NNW. Lat 43-20; long. 95-10. Elev: 1440'. No of rnwys: 2. Lngst rnwy & facs: 36. Remarks: S, W, blkd. P-line E.
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120 ft wide.
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin. Bldg, NE of black hangar and parking area at SE corner of fld.
**SPIRIT LAKE MUN ARPT: (New fld)-Type: L. Lat: 43-24, long 95-06. Lctn: 1.0 mi S. Elev: 1405. No. of rnwys: 1. Lngst rnwy & facs: 15. Fuel: F1. Remarks: Ruf-rolling.
WATERLOO MUN ARPT: 165' lgtd rdo antenna being erected approx. 2.31 mi SW at lat 42-32-46, long. 92-26-40. Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars.
WEBSTER CITY MUN ARPT: NW/SE strip clsd-const. E/W strip clsd.
KANSAS: SPECIAL NOTICE: Army exercise Red Arrow in the Ft. Riley, Kansas, area durg period 17 Nov-6 Dec. It is planned that tactical clearance will be used by acft durg all VFR flights in support of this exercise. A total of 150 troop carrier sorties and 30 fighter-bomber sorties will be flown in this area durg the 17-19 Nov period. From 20 Nov to 7 Dec approx 20 fighter or reconnaissance sorties per day will be flown. Acft will stage from the following bases in support of the exercise durg the time period indicated: (A) Smokey Hill-15 C-124 17-19 Nov; 12F-100, 3 RF-84, and 3 RB-66 17 Nov thru 7 Dec. (B) Lincoln AFB, Grandview AFB, Olathe NAS and Hutchinson NAS will each support 8 C-123 or C-119 acft durg the 17-19 Nov period. Present plans call for C-124 to transport Army troops and equipment from Smoky Hill to transload base listed above. Troops and equipment will be reloaded into medium troop carrier acft and flown to the Ft. Riley reservation where landings will be made on prepared strips. Three sorties per day are planned for each troop carrier acft. The fighter acft will provide a min of 10 close support missions per day in the Ft. Riley area using Smoky Hill as a departure and recovery base. All acft requested to be alert durg scheduled dates of this mission.
ANTHONY-RADIO: Oct 1, VOR shut down until approx Dec 31 - modernization.
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd.
EL DORADO ARPT: 265'(1655'MSL) lgtd twr being erected 3.9 n mi NW(325°T) at lat 37-49-40, long. 96-51-50.
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt.
GARDEN CITY-RADIO: Oct. 29, VOR shut down until approx Dec. 29.
GREAT BEND ARPT: 286'(2126'MSL) lgtd twr being erected 4.5 n mi E(103°T) at lat 38-20-45, long. 98-46-01. Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days.
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL.
OSBORNE ARPT: Strip lights inoperative.
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL-RADIO: About Jan 1 VOR/DME will be shut down until approx Feb 1-modernization.
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt.
**SOUTH HAVEN-MAXTED ARPT: ABANDONED.
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Use rnwys only. Construction in progress W side of N taxiway N of hangar line, also from S edge of SW ramp and taxiway to and including 600' of apch end of rnwy 4. Rnwy 4 clsd for lndg. Rnwy 4 usable for take-off and taxi only, except for first 600'. Rnwy 22 clsd for lndg and take-off, usable for taxiing. Excavation area lgtd ngts, flagged days. Hi-intensity feature rnwy 13-31 lgts inop.
WICHITA ARPT: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe.
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
KANSAS: WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc-listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc, Listen 124.5 or 125.7 mc or rng voice channels.
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn.
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe.
LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29.
PADUCAH-RADIO: VOR has moderate bends in NE quad.
**SHELBYVILLE-SHELBY ARPT: Elevation: 830'.
**WEST POINT ARPT: Elevation: 430'.
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL.
LOUISIANA: ALEXANDRIA-McARTHUR ARPT: Runway shortened to 1600'.
BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts.
BOGALUSA ARPT: 900' W end of E/W rnwy unusable-const. N/S strip soft spots on S half of strip. Use caution when wet. Spots marked with red flags.
LAKE CHARLES-RADIO: ILS lclzr and glide slope inop. VOR shut down indef-due to erection of an oil derrick close to the Omni site.
MANY-HART ARPT: Use with caution.
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00(3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 miles. Pilots should avoid area at altitudes below 2000'.
MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000'MSL, V-18N Shreveport to Monroe 2500'MSL, V-18 Monroe to Jackson, Miss. 1600'MSL, V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°.
NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping & bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR not avail for radar arrival control. FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun.
SHREVEPORT-DOWNTOWN ARPT: Equipment working either side rnwy 14-32. Open ditch 12 ft from edge of rnwy. Marked-flares nights - Caution.
WELSH ARPT: E/W rnwy closed nights. Beacon inoperative.
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

(27 Nov 1956)

[redacted]: HOULTON ARPT: Few scattered rnwy lights inoperative on rnwy 5-23, three threshold lights inoperative on rnwy 23. 105' (894' MSL) lighted rdo tower located 5000' SE (135°T) of center of arpt.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

**MILLINOCKET ARPT: Lights on rnwy 11-29 perm inop. Wind indicator unlighted. Apron usable but caution advised due broken pavement and soft spots. (10-3).

PHILLIPS-PLEASANT VALLEY FARMS: Caution - 300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylight hours only. No lighting available. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Marked by light 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. (6-6)

BALTIMORE-MARTIN ARPT: Rnwy 18-36 clsd - const. Men and equip. on fld. (11-14)

FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy temp. rescinded.

GRANTSVILLE-RADIO: About Dec 1, VOR will be cmsnd. Freq: 110.4 mc. Ident: GRV. Lctd at lat 39-38-06, long. 79-03-00. Elev.: 2665' MSL. Monitoring category (1). Class: VORW. Monitoring from Morgantown, W. Va. ATCS. (9-25)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy closed - parked military acft. Taxi strips leading to City hangar remain open to transient traffic. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution - construction extending rnwy 500' at ENE end.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Closed to all commercial operns. Will oper as private arpt only. Indgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON AIR ROUTE TRAFFIC CONTROL CENTER: Soon, freq 125.3 mc will be decmsnd and 125.2 mc will be cmsnd. (11-1)

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 closed except for taxiing and parking. New traffic pattern procedures: all aircraft with pattern speed below 110 mph, fly 900' MSL; all conventional aircraft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L-lgtd. Use mrkd hard surface rnwys only. Other areas including grass shoulders unsafe. Caution - seagu[redacted] to lndg areas. All rnwy widths should be corrected to indicate width of 21[redacted] elevated rnwy lights 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consis[redacted]een threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear whi[redacted] spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white light. Standard rnwy lights between threshold lights and bar lights. Brightness of lgts is determined by prevailing weather conditions and is controlled by tower. Sequenced flashing lighting system serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100 ft intervals along extended rnwy centerline starting 1140 ft from end of rnwy pavement and ending 40 ft from end of rnwy pavement. This system will be operated under reduced visibility conditions in conjunction with existing lead-in lgtg system. Caution - during daylgt hrs only, men and equipment working outboard of rnwy lights on rnwy 4R for the first 2600'. (11-23) 1199' (1349' MSL) lgtd tower being erected 10.9 n mi WSW (252° T) at lat 42-18-37, long. 71-14-14. (11-15)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Heavy jet operations in vicinity of Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.

MARSHFIELD ARPT: Unattended for private use until Mar 1, 1957. (11-20)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service available until May 15, 1957.

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

SQUANTUM-RADIO: LFR flgt-checked, all courses correctly aligned. (11-17)

WESTFIELD-RADIO: About December 4, LF rng will be relocated to lat 42-14-54, long. 72-41-49. Courses: 23 A 113 N 203 A 302 N. No change in freq or ident.

MICHIGAN: **ALPENA, PHELPS- COLLINS ARPT: Formerly carried as Collins Arpt.

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const. Old N/S strip on E side usable. (10-1)

**BENTON HARBOR-ROSS ARPT: 153' (733' MSL) lighted twr erected 3.0 n mi SSW (211° T) at lat 42-06-03, long. 86-27-52. (11-9) Embankment all approaches. Use rnwys. Entire 5100' E/W rnwy usable day operation. 1450' E end not lighted. Use 3650' lgtd section for ngt operations. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage limited to 39 n mi all azimuths at min en route alt.

COLDWATER-BRANCH COUNTY ARPT: Closed to all operns - const. (9-6)

DETROIT-CITY ARPT: Due to non-visibility tower unable to control traffic on first 1000' rnwy 2. Rnwy 2-20 closed to large twin engine acft 12,500 lbs gross and over except on pilot's request.

DETROIT-WAYNE MAJOR ARPT-TOWER: Sept. 17, ILS lclzr and glide slope shut down. FLD: Due to non-visibility tower unable to control traffic on ramp on N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt closed to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 available. (6-27)

DETROIT-WILLOW RUN ARPT: Due to non-visibility tower unable to control traffic on N portion W ramp and first 500' of rnwy 9L. 137' (843' MSL) water tank being erected 2.1 n mi SSW (220° T) at lat 42-12-15, long. 83-33-15. (10-22)

**EAST LANSING-DAVIS ARPT: 1023' MSL TV tower erected 7.2 n mi SE (138° T) at lat 42-41-14, long. 84-22-35. (9-21)

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L closed ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

**HILLSDALE ARPT: 254' (1446' MSL) lgtd rdo twr erected 6.2 n mi SSW (217° T) at lat 41-51-33, long. 84-44-57. (9-15)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

JACKSON-REYNOLDS ARPT: Runway 9-27 rough, usable for light aircraft. Caution - apch. end of runway 31 crosses hi-way S of field. Cross road at 50' or above due to hazardous surface vehicles. Acft taking off on runway 13 SE, veer 40° right after safe altitude to a avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

MICHIGAN: LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Oct 29, lclzr & glide slope shut down until approx Dec 10. (10-29) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-COUNTY ARPT: Closed - const. (5-16)
MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50'unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: Nov 15, VOR shut down until approx Jan 15. (11-22)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy closed to night flying. (11-14)
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. (7-26)
SAULT STE MARIE-KINROSS AFB-RADIO: Oct 11, ILS glide path and lclzr shut down - until approx Dec. 25 - relctn of lclzr. (10-10)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days.
GRAND RAPIDS ARPT: ESE/WNW rnwy closed - intsxn with new rnwy ruf. (10-24)
**GRAND RAPIDS-OTIS LODGE ARPT: Closed Dec - Mar.
**MILLE LACS-SPECIAL NOTICE: Effect. immediately, the following described Caution Area (C-512) is estab: bounded on the W by long. 94-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude: 8000' to 25,000' MSL. Activity: Air-to-air camera gunnery training missions using tower aerial target. Time of Use: Sunrise-sunset, VFR wea conditions only. Controlling Agency: 2446th Air Reserve Flying Center, Minneapolis/St. Paul International Arpt, Minneapolis, Minn.
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
**ST. PAUL-HOLMAN FLD: Airport prefix (NG); type P; lctd 1.5 SE; riv N, E; elev703; no. of rnwys 4; longest rnwy & facs h55-BL2,3,4-S5;fuel F4; remarks - P-line NE. Clsd to all trans jet acft. (Deleted from Directory of Airports in error)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat, one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20) Exten jet lndg & take-off rnwy 14-32, unless strong cross winds involved. (10-30)
MERIDIAN-RADIO: Sept 25, VOR/DME shut down - relctn. About Dec 13, will be recmsnd at lat 32-22-44, long. 88-48-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3 mc to 115.4 mc. During shutdown the following temp MEA effect; V-18 Jackson VOR to Tuscaloosa, Ala VOR 5000'; V-18 Jackson VOR to Meridian LFR 2000'; V-18 Meridian LFR to Tuscaloosa VOR 2500'; V-154 Meridian LFR to Safford int 2000'; V-18S Jackson to

MISSISSIPPI: Meridian VOR and V-18N Meridian VOR to Tuscaloosa VOR unusable. About Dec 13, ILS lclzr freq will be changed to 110.1 mc, glide slope to 334.0 mc. (11-14)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-mrkd. (5-23)
MISSOURI: **BRANSON-BIG BASS LODGE ARPT: Formerly carried as Kirbyville-Big Bass Lodge. Lctn: 5 mi ESE. Fuel: F2. Caution when wet. (10-12)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side opern. (11-1)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp & warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp & new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri Rvr 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
**MEXICO-MEMORIAL ARPT: N/S strip W end clsd. N/S strip E end open. (10-12)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd. (5-25) Temp bldg 50' high lctd N end of fld approx 200' E of taxi strip 34, 600' N of taxi strip 7. (10-23)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary mrkrs. (5-2)
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down-relctn. (11-8)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-265°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
**BUTTE ARPT: 200' (8250'MSL) lgtd TV twr erected 3.2 n mi NE (45°T) at lat 46-00-27, long. 112-26-30. (10-27)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

(27 Nov 1956)

MONTANA: MISSOULA-COUNTY ARPT: First 200' rnwys 7, 25, 16 and entire length rnwy 11-29 clsd to acft over 25,200 lbs gross wt. Taxi strip between rnwys 25 and 29 clsd to acft over 20,000 lbs gross wt. (5-23)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 11,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

**GRANT-PANKONIN ARPT: Clsd - reverted to agriculture. (11-17)

LINCOLN-RADIO: ILS glide slope shut down - will be relcted to 1650' SE of apch end rnwy 14 and 450' NE of centerline. (9-26)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equipment crosses rnwys, taxi strips, Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30. 91/96 octane fuel not avail. (11-15)

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-RADIO: About Dec 10 to Jan 11, VOR will be shut down. During this period the following arwys will not be usable: V-105 Las Vegas - Prescott; V-135 Las Vegas-Needles; V-21E Las Vegas-Mead Int. V-8, 21 Daggett-Mormon Mesa MEA 10,000'. (11-15)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. About Jan 14, VOR will be shut down until approx Feb 15. During this period V-8 Las Vegas-Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 Las Vegas-Milford; V-21E Las Vegas-Mormon Mesa; V-237 White Hills Int-Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable). (11-8)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Oct 1, VOR shut down until approx Dec 1 - modernization. During this period, following arwys will not be usable. V-6 BAM-LWL: V-32 N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239°-MEA 13,000'. (10-11)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or aircraft in flight call Concord Radio).

CONCORD-RADIO: Terrain causes roughness in NW quad. VOR & DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equipment testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green range lights are set so touchdown area is 300' beyond range lights SE end rnwy. (12-5)

NEW JERSEY: **BASKIN RIDGE-SOMERSET HILLS ARPT: Elevation: 280'. Occasional parachute drops at less than 700' daylight hours. Field closed during these operations. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Caution - men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and mil tfc. (3-14)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. VOR has moderate roughness all quads. (2-16)

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days - not maintained. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (8-20)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples 3 to 4 degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Dec 12, PAR and ASR-3 will be shut down until approx Dec 16. About Dec 6, freq 120.5 mc will be decmsnd and freq 120.6 mc will be cmsnd. FLD: 130' cranes operg in seaport area E of apch end of rnwy 29. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy sys in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the W.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Cosnt at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W tk-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. (8-15)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230°, 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx Jan 2. FLD: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 closed except for emergency otherwise use as taxiway only. (7-12)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45W.
ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational on W end of rnwy 08-26 upon request. Landings will not be made in overrun area and taxiing across barrier will be held to a minimum.
CLOVIS AFB: Hvy jet tfc 0600-1500 hrs(MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
CORONA-RADIO: About Jan 7, VOR will be shut down until approx Feb 8. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 & 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 & 68N Corona-Roswell; V-83 & 83N Corona-Roswell.
**DEMING ARPT: Ctl twr discontd. Mil refueling discontd. Rnwy lgts inop. Rnwys 26L-8R & 17-35 clsd to all tfc. Arpt open to civ. tfc. 80/87 octane fuel available.
**EAGLE NEST ARPT: Elevation: 8800'.
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd.
GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
GRANTS-RADIO: About Jan 14 VOR will be shut down until approx Feb 15. During this period the following arwys will be affected: V-12 Zuni-Aubuquerque MEA 11,000'; V-190 Grants-Int Grants 054° radial and Aubuquerque 012° radial not usable; V-192 Grants-Bernardo Int not usable.
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.
LAS VEGAS ARPT: Bndry and rnwy lgts inop.
**LOVINGTON-LEA COUNTY ARPT: NE/SW rnwy paved 4000'. Fld open to operns with caution-men and equip. on fld. 1610'(6086'MSL) lgtd twr being erected 33 n mi NW (321°T) at lat 33-22-32, long. 103-46-05.
**MOGOLLON-NEGRITO ARPT: Elevation: 8160'.
OTTO-RADIO: VOR radials usable 26 n mi.
**RESERVE ARPT: Elevation: 5840'.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
SANTA FE(NEW) MUN ARPT: Lighting avail rnwy 10-28 only.
TRUTH OR CONSEQUENCES-RADIO: Soon VOR will be shut down until approx Dec 21. During this period V-19 Albuquerque-Harrington Int not usable.
ZUNI-RADIO: VOR has moderate scalloping SW quadrant.
NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830-E, Mon thru Sat only.
BINGHAMTON-RADIO: Erretic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. FLD: Const equip. and men adj to and on W ramp daily durg hangar const program.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt.
BUFFALO ARPT-TOWER: About Dec 5, ILS glide slope will be relctd to 750' from NE end of NE/SW rnwy and 400' NW of centerline. No change in glide angle or mrkr alts.
CALVERTON-PECONIC RIVER ARPT: Hr of opern 0800-2400-E, Mon thru Sat only.
ELMIRA-RADIO: VOR has roughness in all quads.
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft.
**GLOVERSVILLE-GLOVE CITY ARPT: Abandoned.
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MEA.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi;75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads.
NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W re-

NEW YORK: main well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200'MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark N. J.
NEW YORK-INTNL(IDLEWILD)ARPT-TOWER: About Dec 3 ASR-3 will be shut down until approx Dec 7 - modification. FLD: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter-type acft. Clsd mil acft xcpt on ofl bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt. Manager. Caution-used paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185'MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution-taxi A-acft running up on clsd rnwys 7L-25R, S of intersection with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt boundary-mrkd. New exten. taxiway temp LL from rnwy 13L-31R to taxiway E open for full operation. Mrkd by delineators. Follow centerline all taxiways. Taxiway D open between CC and rnwy 13L-31R. Exten. of taxiway CC connecting taxi J and U opened. Relocated taxi CC between A and Z opened. Taxi O between taxi X and W opened. New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. About Dec 24, a centerline apch lgtg sys serving rnwy 22 will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with LaGuardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equipment operating inside base of dike-days. 500' approach end of runway 31 not usable for landing aircraft days. Obstructions and equipment marked - flags days, lighted nights. Equipment parked 250 feet from centerline of runways when not in use.
NEW YORK-STATEN ISLAND ARPT: N/S runway closed. No night flying permitted. Stay clear of marked off area in vicinity of windsock. Use grass for taxiing.
**NEW YORK - WEST 30TH STREET HELIPORT: Open daylight hours only on thirty minute advance notice (telephone-Longacre 4-2073). Direct communication by two-way radio on 122.8 mc required before approach and take-off. Caution - ship traffic in area.
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant.
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 nautical mile circumscribed from center of airport with Lake Erie and the Niagara River as W boundary and Lake Ontario as N boundary. Avoid flying over mink farm 2.6 nautical miles N. Runway 18-36 restricted. Usable when wind is 20 miles per hour or greater from N or S.
OGDENSBURG ARPT: E/W rnwy closed - construction.

(27 Nov 1956)

NEW YORK: PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800 feet to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E. end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take-offs prohibited unless acft equipped with functioning radio capable of 2-way communication with control tower. (7-3)
ROCKDALE-RADIO: October 2, mobile test VOR placed in opern at lat 42-27-58, long 75-14-22. Freq: 112.7 mc. (10-2)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet interceptor acft using left hand pat at 1878' MSL. (9-13)
SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6300'. Apch lgts inop. (6-8)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Light acft operg in vcnty of Marcy during daylight hours. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **SPECIAL NOTICE: Effect. Nov 15, 1956, North Carolina Warning Area (W-72) is amended by changing the Controlling Agency to:VACAPES OPAREACORD, NOB, Norfolk, Va.; COMAIRLANT, NAS, Norfolk, Va. and CG TACAIRCMD, Langley AFB, Va.
CHARLOTTE-DOUGLAS ARPT: Rnwy 11-29 closed to all operations indefinitely, xcpt for taxiing acft, due to condition of rnwy. (11-23)
COFIELD-RADIO: VOR restricted to arwy radials 192°, 223°, 246°, 064°. Remainder out of tolerance due to roughness and bends. (11-7)
ELIZABETH CITY-RADIO: About Nov 30, VOR/DME will be shut down until approx March 15, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (10-26)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° out of tolerance acct excessive roughness and bends. (11-6)
★GREENSBORO-HIGH POINT ARPT-TOWER: Nov 14, glide slope relctd to 400' NE rnwy centerline and 1000' from apch end instr rnwy at lat 36-05-48, long. 79-56-50. Glide angle: 3°. Alt over OM 2385' MSL; over MM 1140' MSL. No touchdown point.
HICKORY-RADIO: Visual courses out of tolerance within 9 n mi of stn acct roughness and bends. (10-19) About Nov 27, VAR will be decmsnd. About March 1, 1957, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. (11-26)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
NEW BERN-RADIO: VOR areas toward open water flight-checked at 30 n mi.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance account roughness **and bends. (11-1)**

NORTH CAROLINA: RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
SALISBURY ARPT: Bndry lgts inop. (2-16)
WILMINGTON-RADIO: VOR quad 65° to 235° flight-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

NORTH DAKOTA: **CAVALIER ARPT: Caution - ruf, poorly marked. Emergency only. (11-6)
** COLUMBUS-BONSNESS ARPT: ABANDONED. (11-6)
**ENDERLIN-OEHLKE ARPT: Open to traffic. (11-6)
FARGO-RADIO: October 8,, VOR/DME shut down until approx January 1 - modernization.
FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)
**HETTINGER ARPT: NE/SW, NNE/SSW rnwys abandoned. NW/SE rnwy lgts 10 PM-dawn, prior request. (11-6)
** KILDEER ARPT: Caution - very ruf and unmarked. Emergency only. (11-6)
** MADDOCK ARPT: ABANDONED. (11-6)
** OAKES ARPT: Caution - ruf and unmarked. No wind indicator. Emergency only. (11-6)
** SENTINEL BUTTE: 200' (3600'MSL) lgtd temp telco test twr erected at lat 46-52-05, long. 103-50-02. Dismantled. (11-1)
** SPRINGBROOK-WALL: Delete from records. (10-4)
** TIOGA ARPT: Reinstated - Type: L. Lat: 48-23, long. 102-54. Lctn: 2 ESE, RR N. Elev: 2240. No. of runways: 1. Lngst rnwy & facs: 26. Fuel: (F1). Remarks: Hazardous-stones. Use strip. Cattle on fld. (11-10)
** UPHAM-LOWER SOURIS REFUGE ARPT: For official government use only. (11-6)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
** WILDROSE ARPT: Reinstated. Type: L. Lat, 48-37-15; long. 103-10-45. Lctn: 0.3 mi S, Elev: 2200. No. of rnwys: 1. Lngst rnwy & facs: 23. Remarks: P-line WNW.
** WILLISTON-CHANDLER ARPT: 878' (3221' MSL) lgtd TV twr erected 6.1 n mi WSW (267°T) at lat 48-08-02, long. 103-51-36. (8-26)

OHIO: AKRON ARPT-TOWER: Soon rcvr 122.5 mc will be replaced with 122.7 mc; FLD: Due non-visibility twr unable control traffic SSW airdock on approach to runway 36L. First 900' rnwy 27 clsd. (10-4)
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic -camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only.
APPLETON-RADIO: Nov 16, VOR shut down until approx Dec 13.
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)
** CINCINNATI-GREATER CINCINNATI ARPT: 2 way radio required. Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to receiving approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
★CLEVELAND-HOPKINS ARPT-TOWER: Nov 26, freq 126.5 mc decommissioned and freq 119.0 commissioned. FLD: 2-way radio capable of communicating with Cleveland Tower in satisfactory manner mandatory. (8-24) Runway 14-32 restricted to N W take-offs and SE landings. Construction of North concourse in progress 800' North from main terminal. Unlighted snow fences erected in sod areas West of North and South hangar lines. Elevated lights 30' high installed all taxiways and runways 18R-36L and 23L-5R. (11-17)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

OHIO: COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip on field. (7-2)
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)
DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Due const rnwy 6-24 closed to apchs and take-offs during daylgt hrs; can be used for taxiing at discretion of control twr. Threshold lgts rnwy 6 temp lctd each side pavement during const. Rnwy 6-24 reopened for all operns during min conditions. Caution - apchs to rnwy 6 - open ditch at end. Row of red lgts have been installed end rnwy 6 marking end of pavement. Do not touch down ahead of these lgts. (11-6)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)
**HUDSON-MID CITY ARPT: Clsd - site reverted to industrial use. (10-9)
JEFFERSON-RADIO: About Dec 1, VOR will be cmsnd. Freq: 115.2 mc. Ident: JFN. Lctd lat 41-45-38, long. 80-44-51. Elev: 894' MSL. Monitoring category (1) from Youngstown ATCS. Mag var: 4°4'W. Class: VORW. (10-26)
**LODI ARPT: Now open. (10-9)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (5-11)
**MANSFIELD ARPT: Functioning 2-way rdo rqrd during hrs of darkness. (10-25)
**NORWALK AIRPARK: Reinstated - type: L. lat 41-06; long. 82-36. Lctn: 2 mi N. Elev: 690'. No. of rnwys: 3. Longest rnwy & facs: 28. Fuel: F2. (10-18)
PORT CLINTON ARPT: Sod areas usable, rough. Caution - land in centerline section of rnwys, standing water following hvy rains. Acft with 122.8 call Port Clinton unicom for wind and field conditions. (4-30)
**PORTSMOUTH-RAVEN ROCK ARPT: Unattended. (8-10)
PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwys, fld rough. For fld conditions call Port Clinton unicom.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const in progress on 850' extension NE end and 950' SW end rnwy 7-25 and associated taxiway. Equip operg in these areas. Do not land short of threshold mrkgs. Areas flagged. 5200' usable. (10-31)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
**WAUSEON-GRIESER ARPT: Now attended. (10-9)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

OHIO: YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. UHF/DF unreliable below 30,000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA -MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
**GUTHRIE ARPT: 2350' MSL lgtd TV twr erected 15.0 n mi WNW (297°T) at lat 35-58-56, long. 97-41-43. (10-11)
GUYMON ARPT: N/S rnwy clsd - due const. Caution - equip on fld. (10-31)
MANGUM-PONDER ARPT: Clsd. (3-2)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
OKLAHOMA CITY-WILL ROGERS ARPT: 130' lgtd oil rig being erected 2 mi SW. (11-14)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Sundays - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100'. Partial grading for 1500' exten N end rnwy 34-16 hazard marked. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from Adm Bldg to SE end of fld closed and hazard marked. (11-19)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.
KLAMATH FALLS-RADIO: Oct 16 VOR shut down until approx Nov 26 - modernization. During this period, the following arwys will not be usable: V-25 RBL-RDM V-122 LMT-Klamath Junction Int. (10-20)
KLAMATH FALLS-KLAMATH ARPT: N 8000' rnwy 14-32 usable, unmrkd. Const on S end. Asphalt paving plant and power line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Maximum height 45'. Caution - equipment crossing rnwys. (9-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist limited in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTNL ARPT: Rnwy 7-25 closed - construction on E end. 110' lighted pile driver in area. (7-20)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operations normal except usable distance of many radials are limited in signal shadow areas due to terrain.

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OREGON: SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SPRINGFIELD ARPT: Effect Dec 1, tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles

PENNSYLVANIA: yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

OREGON: SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)

SPRINGFIELD ARPT: Effect Dec 1, tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area, Rnwy lgts 7-25 inop.

**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discontinued. (10-8)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. About Dec 7, freq 119.3 mc will be decmsnd & freq 120.5 mc will be cmsnd. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees & p-line between MM and rnwy 6.

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long 77-47-00; W - long. 77-49-00.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

**LEWISTOWN-KROUT ARPT: Closed (11-7)

MARCHAND-BRAEBREEZE ARPT: Closed to all air traffic. (11-19)

PHILADELPHIA INTERNATIONAL ARPT - SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver aprxly midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPSBURG-RADIO: VOR/DME shut down. (11-5)

PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENYCOUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has

PENNSYLVANIA: yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. (1-5)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.

TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.

WARREN ARPT: 200' of rnwy washed away. Fld unattended. (5-18)

WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. DME coverage 26 n mi at MEA in all azimuths. (11-5)

**CHARLESTON AFB/MUN ARPT: All acft must be equipped with functioning two-way rdo with appropriate twr frequency. (10-1). : Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° - out of tolerance account roughness and bends. (11-5)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20) N/S rnway restricted to 26,000 lbs. Use rnwys only. (10-8)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

PHILIP-RADIO: VOR/DME shut down until approx Dec 31 - modernization. (11-19)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

TENNESSEE: CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF range. NE and NW courses LF range have moderate to severe multiples.
CHATTANOOGA-LOVELL FLD: All aircraft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: November 13, ASR shut down until approx December 27 - modernization.
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250°, have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen Intsxn 5000'; McEwen Intsxn to Nashville VOR MEA 4000'. Minimum holding altitude McEwen Intsxn to Nashville VOR MEA 4000'. V-140 Hartsville Intsxn to Highway Intsxn MEA 8000'. V-7 Nashville VOR to Lewisburg Intsxn MEA 4500'. (11-20)
**NASHVILLE-BERRY FLD: 1380' lgtd TV twr erected 6.6 n mi W (274° T) at lat 36-08-50, long. 86-49-54. (11-8) Runway 2R-20L closed to all traffic as a runway - use as a taxiway. (9-10)
TEXAS: ABILENE-RADIO: VOR radials 180° thru 235°, out of tolerance account severe scalloping. (11-6)
ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)
ALICE ARPT: Boundary lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)
BEAUMONT-JEFFERSON COUNTY ARPT: 223' MSL lgtd drilling platform erected 26 n mi SSW (195° T) at lat 29-33, long. 94-12. Rnwy 11-29 clsd - construction. (9-19)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30°, out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
COLLEGE STATION- RADIO: Oct 16, VOR shut down. - modernization. During shutdown VOR flights are authorized to utilize the Bryan LF rng on all VOR airways and the Houston terminal routes where applicable in lieu of College Station VOR. Bearings and MEA's used shall remain as charted except as follows: V15E College Station to Waco via 339° course from Bryan LF rng and 121° radial Waco VOR. V15 Bryan LF rng to Waco VOR via 318° course from Bryan LF rng and 138° radial Waco VOR. Houston terminal area Conroe Intsxn to Bryan LF rng direct via 284° course, Sealy Intsxn to Bryan LF rng direct via 325° course. For Conroe Intsxn use Houston VOR 345° radial and Eagle Lake VOR 047° radial. For Keenan Intsxn use Houston VOR 330° radial and Eagle Lake 035° radial. For Sealy Intsxn use Houston 282° radial and Eagle Lake 024° radial. For Round Top Intsxn use Austin VOR 100° radial and Eagle Lake VOR 315° radial. For McDade Intsxn use Austin VOR 100° radial and 170° bearing to Smithville rdo bcn. No change in published MEA's.
**CORNUDAS-MAYFIELD RANCH ARPT: Elevation: 4575'. (10-24)
**DALLAS-HIGHLAND PARK ARPT: Use runways and taxiways. Poles on power line N of N/S rnwy, lgtd. (11-8)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial contact with Dallas Apch Control on 121.1 mc or 307.2 mc regardless of weather or flight plan. Aircraft not equipped for 2-way commun on 121.1 mc or 307.2 mc will use other avail. freq and contact Love Twr. Formation take-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of tower when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard marked and lgtd. Contact control twr for detailed taxi instructions.
**DEL RIO-VAL VERDE COUNTY AF AUX: Formery carried as Del Rio-Val Verde County Arpt. Type changed to "L". Prior approval rqrd from Laughlin AFB Operns to land.
**EASTLAND ARPT: 148' (1608' MSL) lgtd twr erected 1.1 n mi SE (145° T) at lat 32-24-00, long. 98-48-17. (10-26)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, durg darkness. Single point JP-4 plus gas turbine compressor starting equipment avail. (11-7)
FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown acct severe scalloping. (11-6)
**FT. WORTH-MIDWEST ARPT: Permanently clsd. Marked by large X - no lndgs. (11-1)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at rdo controlled targets, sunrise-sunset, within circular area with radius of 4.3 n mi centered at lat 28-17, long. 96-32.
**HAMILTON MUN ARPT: Elevation: 1320' (11-9)
**HARWOOD-GOTTWALD ARPT: Formerly carried as Harwood Arpt. Fuel avail emerg only.
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable - roughness and scalloping. Caution in vicinity of Cleveland, Texas - intermittent interference. (10-2)
HOUSTON INTERNATIONAL ARPT: 153' (192' MSL) lgtd twr being erected 7.0 n mi SE (135° T) at lat 29-34-17, long. 95-10-29. Tetrahedron uncontrollable and unreliable - not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Repairs and reconst of rnwys in progress. Men and equip. in const areas. Rnwy 12-30 clsd - const. Caution-aerial targets will be dropped on arpt between 0800-1600 Sat and Sun. Deep ruts in E shoulder of NW/SE rnwy. Stay on pavement.
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution.
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)
LUBBOCK-RADIO: Soon, LF rng will be shut down until approx December 17. Class will be: SBMRLZ. (11-5)
LUBBOCK ARPT: W 300 ft. of E ramp open as taxiway. E 500 ft of E ramp clsd to acft for cotton storage.
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and field will be opened as acft will be given priority. (4-17)
McALLEN-MILLER ARPT: 165' (300' MSL) twr being erected 5.5 n mi W (270° T) at lat 26-11-20, long. 98-22-30. Rnwy 18 clsd for take-offs and lndgs.
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW.
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)
**OLNEY ARPT: 275' (1333' MSL) lgtd twr erected 17 n mi NNE (38° T) at lat 33-35-22, long. 98-36-54. (11-5)
**PERRYTON ARPT: 300' (3220' MSL) lgtd rdo twr erected 2.0 n mi SW (235° T) at lat 36-23-29, long. 100-47-41. (10-24)

TEXAS: **PITTSBURG-ATKINSON ARPT: Unicom available.
**PLAINVIEW-HALE COUNTY ARPT: Formerly carried as Plains, Hale County Arpt.
PORT ISABEL ARPT: Closed all operations - construction.
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice.
SAN MARCOS ARPT: NE/SW strip rough - caution.
SHAMROCK ARPT: Bcn and runway lights inoperative.
**SINTON ARPT # 1: PERMANENTLY CLOSED.
SNYDER - WINSTON FLD: 150'(2577'MSL) lgtd rotary drilling rig erected 2552 ft. SE N/S rnwy.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF range.
**TURKEY ARPT: Arpt type chgd to "L" - Unattended. No fuel avail. Rnwys covered with tall grass and weeds - very rough. Use at own risk.
TYLER-RADIO: About Jan 11, 1957 LF range will be converted to an H facility.
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown-account of severe scalloping and roughness.
WACO - RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WICHITA FALLS-KICKAPOO ARPT: Unicom operates daily 0800-1700C.
**WINK, SITE 18, ELP-FTW: Rnwys 17-35 and 4-22 clsd ngts; rnwy 13-31 only lgtd rnwy.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
**DUCHESNE ARPT: Reinstated. Deleted in error. Type: L. Lat: 40-12, long. 110-23. Lctn: 2.2 mi NNE. Elev: 5833'. No. of rnwys: 3. Lngst rnwy & facs: 51. Fuel: F2.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi.
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy closed - construction.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL, 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL.
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040°, 35 n mi, 40° thru 50°, 30 n mi, 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi.

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime(tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstruction.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'.
** BURLINGTON ARPT: Apch lgt sys 1500 ft long NW end NW/SE rnwy. All lgts red xcpt threshold which are green. Entire sys at rnwy elev. Controlled by CAA-cmsnd Oct. 31, 1956.

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Picket, Virginia. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme ctn when in vcnty. Ctc Blackstone Rdo for advisory information.
**CHINCOTEAGUE-SPECIAL NOTICE: Effect. Nov 15, 1956, Warning Area(W-108) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Va. Co, Ft. Miles, Del., and CG TACAIRCOMD, Langley AFB, Va.

VIRGINIA: **DAHLGREN-SPECIAL NOTICE: Restricted Area(R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, West Virginia.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
**GORDONSVILLE ARPT: Unicom available daylight hrs. Rotating bcn in opern. Bndry lgts avail. on request. Rnwy now 2600' long.
HERNDON-RADIO: VOR has usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closes Nov. 25, 1956.
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civ acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution-hvy civ air tfc crossing extension line of rnwy 07-25. 3 to 5 miles from approach end of runway 07.
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA.
LEESBURG ARPT: New 3500' E/W strip clsd-old strip lying parallel and S will be available-2200'.
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
**LYNCHBURG, BCN SITE 44, BNA-DCA: About Dec 6, bcn site will be perm discontd.
**LYNCHBURG-FALWELL ARPT: Unicom available.
LYNCHBURG PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
**MARTINSVILLE ARPT: Longest runway and facilities: 20-S4.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
**PENDLETON-SPECIAL NOTICE: Effect. Nov 15, 1956, Pendleton Warning Area(W-50) is amended by changing the Controlling Agency to:VACAPES OPAREACORD,NOB,Norfolk,Va.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000';120°-200°, 35 n mi at 6000';200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010° 26 n mi at 6000'.Soon, VOR/DME will be shut down until approx December 13.
**RICHLANDS ARPT: 343'(2848'MSL) lgtd twr erected 22 n mi S(194°T) at lat 36-43-07, long. 81-56-55.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled acft.
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxi-ways - caution.
**VIRGINIA CAPES-SPECIAL NOTICE: Effect. Nov 15, 1956, Warning Area(W-386) is amended by changing the Controlling Agency to: VACAPES OPAREACORD, NOB, Norfolk, Virginia.
**WAYNESBORO-VALLEY ARPT: Unicom available days.

WASHINGTON: SPECIAL NOTICE: Unmarked p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy closed to heavy traffic.
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
**CURLEW ARPT: Delete from records.
EASTON, SITE 5B, SEA-HLN: Closed due to snow for winter season.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

WASHINGTON: EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OLYMPIA ARPT: Farming activities adj to rnwys and taxiways spring thru fall.
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW ARPT: Clsd to ngt operns. (6-15)
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PORVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15)
FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. (8-14) Threshold lgts S end of N/S rnwy temp relctd 750' N of S end of rnwy. (8-31) Hi-intensity apch lgts sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FLETS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreljable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
WHIDBEY ISLAND NAS-RADIO: Voice communications out of service. (11-6)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°,298°,321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000' 95°-120°, 35 n mi at 6800'; 120°-165°,26 n mi at 6800';165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (10-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Const under way end of rnwy 26 and along entire length of rnwy 8 and 26, men and equip. on fld, obstn mrkd. (5-3) Rnwy 17-35 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (9-5)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: **COLBY-ABBOTSFORD ARPT: Abandoned. (8-27)
**CRANDON ARPT AND SEAPLANE BASE: Abandoned. (9-3)
EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft - unusable Arpt clsd until May 1.
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Dec 8 - modernization.
LA CROSSE-RADIO: VOR radials 320°to 335° unreliable 20 to 30 n mi from stn. (11-3)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) Nov 23, ASR and VHF/DF shut down until approx Dec 12. (11-23) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
OCONTO FALLS, MATRAVERS SKY RANCH ARPT: Not open for public use - emergency use only. (10-28)
**SEYMOUR ARPT: Elevation: 780'. (9-27).
**WAUPUN ARPT: Elevation: 940'. (10-31)
WAUSAU-RADIO: Oct 8, VOR shut down until approx Dec. 7. (10-11)
WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path rougness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
**JACKSON ARPT: Paved rnwy, 4-22, 100' x 6300' available. (9-14)
KEMMERER ARPT: Caution - reseeded and soft. (6-22)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
**RIVERTON ARPT: New construction completed. WNW-ESE rnwy 100' x 6200' avail.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280° Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution-1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2,3,4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif.,-Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON

Coalinga, Calif.,-Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif.,-Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif.,-Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich.,-Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-Douglas International

DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark.,-Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind.,-Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas

Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana

Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash.,-Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB (Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni

Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif.,- Yuba County
Massena, New York - Richards Field
McComb, Miss.,-Pike County
Meridian, Miss.,- Key Field
Miles City, Montana
Minneapolis, Minn.,-St. Paul Intn'l (Wold-Chamberlain)
Minot, North Dakota,-Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala.,- Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla.,-Will Rogers
Old Town, Maine
(Bangor, Maine VOR)

Omaha, Nebraska
Ontario, Calif.,- Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa.,- Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y.- Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo.,-Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo.,-Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La.,-Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans.,-Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla.,-Palm Beach AFB
White Plains, N.Y.-Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex.,-Sheppard AFB
Wilkes Barre, Pa.,- Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas
Winston-Salem, North Carolina
Brunswick(St. Simons Is.) Ga., McKinnon
Rawlins, Wyoming-Rawlins

GROUND

Aberdeen, S. Dak.,-(Saunders)
Albany, Georgia
Albuquerque, N. Mex.,-Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County (Port Arthur)
Binghamton, N. Y.,-Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky.,-Bowling-Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn.,-Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga.,- Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky.,- Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif.,-Fresno Air Terminal
Garden City, Kans.,-New Garden City
Gila Bend, Ariz.,-Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc.,- Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss.,- Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal

Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn.,-McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla.,- Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich.,-Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird

Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif.,-Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

St. Petersburg, Fla., -Pinellas Co. Intn'l
Salisbury, Md.,-Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif.,-San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash.,-Seattle-Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind.,-St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla.,- Dale Mabry

Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Trin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C.-Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W. Palm Beach, Fla.,-Palm Beach Intn'l
Wheeling, W. Va.,-Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB (Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED! IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SSW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 66°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	502	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry (Under Construction)	6.6 W; 274°	1986	1380	36-08-50; 86-49-54
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-58-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

(27 Nov 1956)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
DELTA, UTAH **Municipal Arpt. 4755** **SBRAZ DTV DTA** **Procedure Number 1** **Amdt. No. 5. Effect:** **5 January 1957. Supersedes Amdt. No. 4 dated 2 April 1955. Major Changes: Change to nautical miles; minor corrections.**	Delta VOR	300 2.8	7000	W side SW crs. 188 - outbnd 008 - inbnd 7000 within 10 miles.	5800	018 3.1	T-d T-n C-dn A-dn	500-1 500-2 800-2 800-2	500-1 500-2 800-2 800-2	500-1 500-2 800-2 800-2	Within 3.1 miles..climb to 11,000' on NE crs within 20 miles.
GILA BEND, ARIZ. **AF Aux. Arpt. 858** **SBRAZ DTV GBN** **Procedure Number 1** **Amdt. No. 4. Effect:** **5 January 1957. Supersedes Amdt. No. 3 dated 12 February 1956. Major Changes: Convert to nautical miles.**	Gila Bend VOR	134 0.5	3000	S side W crs. 247 - outbnd 067 - inbnd 3000 within 10 miles. (Procedure turn maneuvering area limited to 6 mi. by Danger Area.)	1600	166 3.6	T-d C-d A-d	300-1 700-1 800-2	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 0.0 miles..climb to 5000' on East course within 20 miles. Night operations not authorized.
IMPERIAL, CALIF. **County Arpt. 58** **SBMRLZ-DTV ELC** **Procedure Number 1** **Amdt. No. 1. Effect:** **6 January 1957. Supersedes Original dated 12 February 1955. Major Changes: Convert to nautical miles.**				N side E crs. 068 - outbnd 248 - inbnd 1000 within 10 miles.	700	019 4.8	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1 800-2	NA NA NA	Within 0.0 miles..turn right, climbing to 1500' on E crs. within 20 miles of LFR. Shuttle: To 1500' on E crs. within 20 miles of LFR.
LAS VEGAS, NEVADA **McCarran Arpt. 2171** **SBMRAZ DTV LAS** **Procedure Number 1** **Amdt. No. 7. Effect:** **5 January 1957. Supersedes Amdt. No. 6 dated 7 December 1955. Major Changes: Change to nautical miles; includes transition from Boulder City Intsxn.**	Goodsprings HW Las Vegas VOR Kids Intsxn. Intsxn. SW crs. LAS LFR and LAS VOR radial 270 Boulder City Intsxn.	023 29.0 012 9.0 292 11.2 023 9.5 312 21.0	7500 5100 5100 5100 6500	E side SW crs. 203 - outbnd 023 - inbnd 5000 within 10 miles.	3700	195 8.5	T-dn C-dn A-dn	800-2 1500-2 1500-2	800-2 1500-2 1500-2	800-2 1500-2 1500-2	Within 0.0 miles.. climb to 6500' on NE course within 20 miles of LFR. Shuttle: To 6500' on NE and/or SW courses within 20 miles of LFR. Turns on E side of course.
Procedure Number 2 **SBMRAZ DTV LAS** **BVOR LAS Comb. LFR/VOR. Amdt. No. 5. Effect: 5 January 1957. Supersedes Amdt. No. 4 dated 21 April 56. Major Changes: Change to nautical miles; includes transition from Boulder City Intsxn.**	Goodsprings HW Las Vegas VOR Kids Intsxn. Intsxn. SW crs. LAS LFR and LAS VOR radial 270 Boulder City Intsxn.	023 29.0 012 9.0 292 11.2 023 9.5 312 21.0	7500 5100 5100 5100 6500	E side NE crs. 028 - outbnd 208 - inbnd 5100 within 10 miles.	4600 LFR 3200 VOR	See Note*	T-dn C-dn A-dn	800-2 1000-1 1000-2 Caution: 4100' terrain 4 miles SE of LFR.	800-2 1000-1 1000-2	800-2 1000-1.5 1000-2	Within 0.0 miles..after passing LAS VOR..turn left climb to 6000' on radial 070° within 15 miles of VOR. Alternate Missed Approach: When directed by ATC, climb to 6100' on rad. 211° within 10 mi. ofVOR. All turns South of course. *After passing LAS LFR, turn right to 225°, intercept and fly course of 180° to LAS VOR.
LONG BEACH, CALIF. **Municipal Arpt. 56** **SBMRLZ DTV LGB** **Procedure Number 1** **Amdt. No. 12. Effect:** **6 January 1957. Supersedes Amdt No. 11 dtd. 17 March 1956. Major Changes: Convert to nautical miles.**	La Habra FM Intsxn SE crs. LGB LFR and SE crs. El Toro LFR. Huntington Beach FM (final) Long Beach VOR	208 12.5 298 15.0 298 9.6 231 2.1	1800 1400 1000 1500	S side SE crs. 118 - outbnd 298 - inbnd 1500 within 10 miles (Beyond 10 mi. NA)	1000	298 3.4	T-dn C-dn S-dn Rnwy 30 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 500-1 800-2	*200-0.5 600-2 500-1 800-2	Within 3.4 miles..climb to 800' on NW crs., then turn left to 200°, continuing climb to intsxn., S crs. LAX LFR, and proceed to San Pedro Intsxn., at minimum of 2500'. *300-1 required for take-off, runways 16, 16R, 25L, 34R. Caution: Circling minimums do not provide standard clearance over 500' hill 1 mile S of arpt.
PEMBINA, N. DAK. **Intermediate Arpt. 792** **SBMRAZ VDT PMB** **Procedure Number 1** **Amendment Number 2** **Effect. date: 29 December 1956. Supersedes Form ACA-1725 dated 17 March 1950.**				E side S crs. 163 - outbnd 345 - inbnd 1900 within 10 mi.	1400	337 1.4	T-dn C-dn A-dn	300-1 600-1.5 800-2			Within 1.4 miles climb to 2000' on W crs. within 20 mi. Arpt. suitable for aircraft 65 K or less, two engine or less only.
PHOENIX, ARIZONA **Sky Harbor Arpt. 1124** **SBMRAZ DTV PHX** **Procedure Number 1** **Amendment Number 8** **Effect: 29 December 1956** **Supersedes Amdt. No. 7 dated 24 March 1956.** **Major Changes: Convert to nautical miles; missed approach and shuttle distances to 20 miles; circling visibility for 2-engine acft to one mile.**	Perryville FM Phoenix VOR	081 26.0 261 4.5	2600 2600	S side E crs. 081 - outbnd 261 - inbnd 2600 within 10 mi. 4100 within 20 mi. (Beyond 20 mi. NA)	2100	264 1.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	Within 1.5 miles...climb to 5000' on W crs. within 20 mi. of LFR. Shuttle: to 5000' on W or E crses within 20 miles. Caution: Hills and tower 2830' 5 miles S of airport.
PULASKI, VA. **Loving Arpt. 2200** **SBMRAZ PSK** **Procedure Number 1** **Amdt. No. 1** **Effect. date: 29 December 1956. Supersedes Form ACA-1725, dated 5 April 1948.**				N side E crs. 073 - outbnd 253 - inbnd 5000 within 10 miles.	3700	248 1.8	T-d C-d A-d	1000-2 1500-2 2000-2	- - -	- - -	Within 1.8 miles climb to 7000' on SW course within 20 miles. Night operations not authorized. Air carrier use not authorized.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(27 Nov 1956)

VHF OMNIRANGE (VOR) PROCEDURES

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BRYCE CANYON, UTAH CAA Site # 45 7586 BVOR DPTVJ BCE Procedure Number 1 Amdt. No. 1. Effect: 5 January 1957. Supersedes Original dated 19 November 1953. Major Changes: Change to nautical miles.				W side of crs. 110 - outbnd 290 - inbnd 11,000 within 20 miles.	10,100	066 8.2	T-dn C-dn A-dn	1500-3 2500-3 2500-3	1500-3 2500-3 2500-3	1500-3 2500-3 2500-3	Within 8.2 miles..climb to 13,000' on radial 045° within 20 miles of BCE VOR.
COLUMBUS, GA. Muscogee County Arpt. BVOR CSG Procedure Number 1 Amdt. No. 3. Effect: 20 May 1954.	PROCEDURE CANCELLED 25 OCTOBER 1956. (FACILITY DECOMMISSIONED-BEING MOVED TO NEW LOCATION.)										
DOUGLAS, ARIZ. Bisbee-Douglas Int. Arpt. 4158 BVOR DUG Procedure Number 1 Amendment No. 5 Effect: 5 January 1957. Supersedes Amdt. No. 4 dtd. 12 February 1955. Major Changes: Change to nautical miles.				N side of crs. 298 - outbnd 118 - inbnd 7000 within 10 miles.	5200	118 4.0	T-d T-n C-d C-n A-d A-n	400-1 500-2 1000-2 1000-3 2000-2 2000-3	400-1 500-2 1000-2 1000-3 2000-2 2000-3	400-1 500-2 1000-2 1000-3 2000-2 2000-3	Within 0.0 miles..turn left (East) and climb to 10,000' on radial 289° within 20 mi. of VOR. Shuttle: To 7000' on 298° outbnd, 118° inbnd, within 10 miles of VOR.
EL PASO, TEXAS International Arpt. 3936 BVOR ELP Procedure Number 1 Amdt. No. 6. Effect: 5 January 1957. Supersedes Amdt. No. 5 dated 26 May 1956. Major Changes: Add Newman VOR transition.	El Paso LFR Hueco Mt. Fan Marker (final)* Newman VOR	079 0.6 260 14.8 167 9.0	5000 5000 6000	S side of crs. 080 - outbnd 260 - inbnd 6500 within 10 miles. (Beyond 10 miles NA#)	5000	259 4.6	T-dn C-dn S-dn 26 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 4.6 miles turn left to 125° mag. climb to 5000', intercept and proceed on rad. 151° within 20 miles. Procedure non-standard due to terrain North. *Maintain 7000' until 5 miles W of Hueco Mt. FM. If Hueco Mt. FM not identified maintain 8000' until over ELP VOR. #Caution: High terrain 9.0 mi E of VOR.
FINDLAY, OHIO Findlay Arpt. 800 VOR-FDY Procedure Number 1 Amendment Number 2 Effect. date 29 December 1956. Supersedes Amdt. No. 1 dated 1 December 1956. Major Changes: Circling minimums revised. Straight-in minimums deleted.	Findlay "H"	220 9.7	2000	E side of crs. 220 - outbnd 040 - inbnd 2000 within 10 mi.	1500	040 9.1	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	Within 9.1 miles make a climbing left turn, return to Findlay VOR at 2000'. Hold SW on radial 220° in a one-minute right hand pattern. Caution: Radio twr. 1080'MSL 1.5 miles ESE of airport.
GILA BEND, ARIZONA AF AUX Arpt. 858 BVOR GBN Procedure Number 1 Amendment Number 4 Effect. 29 December 1956. Supersedes Amdt. No. 3 dated 12 February 1955. Major Changes: Convert to nautical miles.	Gila Bend LFR	Direct	3000	S side of crs. 250 - outbnd 070 - inbnd 3000 within 10 mi.	1600	163 4.0	T-d C-d A-d	300-1 700-1 800-2	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 0.0 miles...climb to 5000' on radial 080° within 20 miles of VOR.
HANKSVILLE, UTAH CAA Site 64 4480 BVOR DPVJ HVE Procedure Number 1 Amdt. No. 2. Effect: 5 January 1957. Supersedes Amdt. No. 1 dtd. 25 June 1955. Major Changes: Convert to nautical miles.				S side of crs. 090 - outbnd 270 - inbnd 7500 within 10 miles.	5700	283 0.5	T-dn C-dn A-dn	600-2 1200-2 1200-2	600-2 1200-2 1200-2	600-2 1200-2 1200-2	Within 0.0 miles..climb to 11,000' on radial 050° within 20 miles of VOR.
HUNTSVILLE, ALA. Huntsville Arpt. 619 VOR HSV VOR HUA Rbn HUA Procedure No. 1, Amendment No. 4 Effect: 29 December 1956 Supersedes Amdt. No. 3 dtd 6 August 1955. Major Changes: Lowers minima. Removes approach control restriction. Changes letdown radial due runway extension.				W side of crs. 336 - outbnd 156 - inbnd 2500 within 10 mi.	2000 VOR Factory Intsxn. # 1400 *	156 6.0 from VOR 156 4.0 from Factory Intsxn. # *	T-dn C-dn S-dn A-dn	300-1 800-1.5 700-1 1000-2	300-1 900-1.5 700-1 1000-2	200-0.5 900-2 700-1 1000-2	Within 6.0 miles climb to 3500' on radial 156° within 20 miles. #Factory Intsxn: HSV radial 156/HUA radial 030° or 063° bearing from HUA Rbn. *If Factory Intsxn. not received, descent below 1400' NA and straight-in landing minima are 800'.
LAS VEGAS, NEVADA McCarran Arpt. 2171 BVOR LAS Procedure Number 1 Amdt. No. 7. Effect: 5 January 1957. Supersedes Amdt. No. 6 dtd. 21 April 1956. Major Changes: Add Boulder City Intsxn; change to nautical miles.	Goodsprings HW Las Vegas LFR Las Vegas LFR(final) Kids Intsxn. Erie Intsxn. Boulder City Intsxn.	027 20.0 192 9.0 192 9.0 250 13.3 321 14.5 285 18.0	7500 5100 *3200 5100 6100 6500	E side crs. 012 - outbnd 192 - inbnd 5100 within 15 miles(within 5 mi. LAS LFR) (Beyond 15 miles NA)	*3200	At airport	T-dn C-dn* A-dn*	800-2 1000-1 1000-2	800-2 1000-1 1000-2	800-2 1000-1.5 1000-2	Within 0.0 miles..turn left, climb to 6000' on rad. 070° within 15 miles of VOR. Alternate Missed Approach: When directed by ATC, climb to 6100' on rad. 211° within 10 miles. All turns S of course. Note:*Descent below 4600' to 3200' MSL and 1000' ceiling minimums authorized only if position over LFR or Z marker positively determined inbound on final approach. Caution: 4100' terrain 4 miles SE LFR.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(27 Nov 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
OGDEN, UTAH Municipal Arpt. 4455 BVOR DTV OGD Procedure Number 1 Amdt. No. 5. Effect: 5 January 1957. Supersedes Amdt. No. 4 dated 21 April 1956. Major Changes: Convert to nautical mi.	Huntsville FM	245 17.4	11,000	W side of crs. 328 - outbnd 148 - inbnd 7500 within 10 miles.	5300	098 3.7	T-dn C-d C-n A-d A-n	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	Within 0.0 miles..climb to 9000' on rad. 259° within 20 miles of OGD VOR. Shuttle: To 10,000' on 328° outbnd, 148° inbnd, within 20 miles. All turns W of course. Air Carrier Note: Sliding scales NA except landings are authorized down to one mi visibility, provided ceiling is unlimited, and top of visibility restriction is below 7500' MSL.
	Ogden LFR	245 0.9	11,000								
	Corinne FM/HW (final)	148 19.8	5255								
Procedure Number 2 BVOR DTV OGD Amdt. No. 3. Effect: 5 January 1957. Supersedes Amdt. No. 2 dated 12 February 1955. Major Changes: Convert to nautical miles; lower altitude on final approach.	Huntsville FM	244 17.4	11,000	W side of crs. 149 - outbnd 329 - inbnd 7500 within 10 miles.	5300	098 3.7	T-dn C-d C-n A-d A-n	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	Within 0.0 miles..climb to 9000' on rad. 259° within 20 miles of VOR. Shuttle: To 10,000' on 328° outbnd, 148° inbnd within 20 miles. All turns W of course. Air Carrier Note: Sliding scales NA except landings are authorized down to one mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.
	Ogden LFR	246 0.9	11,000								
	Corinne FM/HW	148 20.0	10,000								
	Layton FM (final)	329 10.1	5255								
PHOENIX, ARIZONA Sky Harbor Arpt. 1124 BVOR-DTV PHX Procedure Number 1 Amendment Number 5 Effect. 29 December 56 Supersedes Amdt. No. 4 dtd 28 April 1956. Major Changes: Change minimums.	Cave Creek Intsxn.	145 24.0	5000	S side crs. 076 - outbnd 256 - inbnd 2600 within 10 mi.* 4100 within 15 mi. (Beyond 15 mi. NA)	2100#	256 5.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	Within 5.5 miles...climb to 5000' on 258° outbnd within 20 miles of VOR. *Caution: 2970' obstruction 4 miles N of crs., 13 miles E of VOR. # Descent below 1900' not authorized until abeam of PHX LFR, inbound. Caution: Hills and tower 2830' 6 miles SSW of airport.
	Perryville FM	078 29.0	2600								
	Phoenix LFR	081 4.5	2600								
	Thunderbird Intsxn.	170 10.5	4000								
	McDowell Intsxn.	195 13.0	5000								
	Ocotillo Intsxn. **	326 12.2	4000								
	**Ocotillo Intsxn: Intsxn. PHX radial 146° and HYM radial 090°.										
POCATELLO, IDAHO Phillips Field Procedure Number 2 Amendment: Original Effect: 12 February 1955.	PROCEDURE CANCELLED, EFFECTIVE 7 NOVEMBER 1956.										

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
FINDLAY, OHIO Findlay Arpt. 800 BMH FDY Procedure Number 1 Amendment No. 1 Effect. date: 29 December 1956. Supersedes Amdt. Original dated 8 November 1956. Major Changes: Final approach altitude revised. Note deleted. Circling minimums raised straight-in minimums deleted.	Findlay VOR	040 9.7	2000	E side of crs. 180 - outbnd 360 - inbnd 2000 within 10 mi.	1600	BMH on arpt.	T-dn C-dn A-dn	300-1 800-1 800-2	300-1 800-1 800-2	200-0.5 800-1.5 800-2	Within 0.0 miles of Findlay BMH make a left climbing turn to 2000'. Hold S in a standard pattern 360° inbound at 2000'.
GLENS FALLS, N.Y. Warren County Arpt. 378 BMH GFL Procedure Number 1 Amdt. No. 4. Effect. date: 29 December 1956 Supersedes Amdt. No. 3 dated 21 May 1955. Major Changes: Circling minimums reduced. Final approach altitude reduced.	Albany LFR	029 34.0	3000	E side of crs. 190 - outbnd 010 - inbnd 2500 within 10 mi.	1100	Located on arpt.	T-dn C-dn A-dn	300-1 800-1 1000-2	300-1 800-1 1000-2	#200-0.5 800-1.5 1000-2	Within 0.0 miles after passing Glens Falls BMH, make an immediate right climbing turn, to 3000' on a crs. of 190° within 10 miles. #300-1 required for take-off on runway 30.
SAGINAW, MICHIGAN Tri-City Arpt. 667 BMH TV MBS Procedure Number 2 Amdt. No. 1. Effect. date: 5 January 1957. Supersedes Original dated 5 November 1955. Major Changes: 1. Col. 12-altitude raised due to 1160'MSL tower increased to 1647'MSL.				S side of crs. 275 - outbnd 095 - inbnd 1800 within 10 miles.	1300	At airport	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-0.5 600-1.5 800-2	Within 0.0 miles, climb to 2600' on course of 095° within 20 miles of Rbn. Caution: 1647'MSL tower 11.3 miles 110° from Rbn. 947'MSL tower 3 miles 170° from airport. 780'MSL elevator 2.2 miles west of airport.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER:	AT MIDDLE MARKER:	CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG: OVER 65 KNOTS	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
EL PASO, TEXAS International Arpt. 3936 ILS IELP LOM EL Comb. ILS/ADF Procedure Number 1 Amdt. No. 10 Effect: 5 January 1957. Supersedes Amdt. No. 9 dated 26 May 1956. Major Changes: Revise transitions utilizing EWM VOR.	El Paso VOR	LOM	318 3.7	5000	N side of NE crs. 038 - outbnd 218 - inbnd 5000 within 10 miles. (Beyond 10 miles NA)	ILS 5000 ADF 4500 over LOM	5000 3.7	4120 0.3	T-dn C-dn S-dn 22 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	3.7 Miles after passing LOM turn left to 125° climb to 5000' intercept & proceed S on S course LFR or, intercept & proceed S on radial 151° ELP within 20 miles. Straight-in ILS minima 400-0.75 when glide slope not used. Glide slope touch down 2744' from runway end. Cowert Intsxn.: NE course ILS/EWM 103° radial.
	El Paso LFR	LOM	327 3.5	5000									
	Antelope Intsxn.	Cowert Intsxn.	283 20.0	7000									
	Intsxn. W crs. ELP LFR & NE crs. ILS	LOM	038 5.2	5000									
	Hueco Mt. Intsxn.	Cowert Intsxn.	294 12.2	7000									
	Newman VOR	Cowert Intsxn.	103 3.5	6000									
	Cowert Intsxn. (final)	LOM	218 6.5	ILS 5000 ADF 4500									
MADISON, WISC. Truax Field 859 ILS MSN MHW TAX Back Course Approach Comb. ILS/ADF Procedure Number 2 Original Effect. date: 29 December 1956	MSN LFR	Truax Intsxn #	338 6.5	2500	E side of crs. 359 - outbnd 179 - inbnd 2500 within 10 mi.	No glide slope Altitude over Truax Intsxn.# 2000	No outer marker Truax Intsxn# 3.7	No middle marker	T-dn C-dn S-dn A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 3.7 miles after passing Truax Intsxn.#, climb to 2400' within 20 miles. If Truax Rbn not operative, VFR minimums apply. #Truax Intsxn: Intsxn 270° bearing to Truax Rbn and back course MSN ILS. (To be shown on AL Charts only).
	Intsxn 099 rad LNR-VOR & Back Crs. MSN-ILS	Truax Intsxn #	359 3.0	2500									
	Mendota VHF Intsxn.	Truax Intsxn. #	060 4.5	2500									
	MSN-LOM	Truax Intsxn. #	359 8.8	2500									
MERIDIAN, MISS. Key Field 297 ILS IMEI LOM ME Comb. ILS/ADF Procedure Number 1 Amendment No. 2 Eff: 13 December 56 Supersedes Amdt. No. 1 dtd. 30 April 1955. Major Changes: Revised transition & missed approach. Reduce ADF altitude over LOM. Reduce 2-engine night visibility minima. Revise take-off limitations.	Meridian LFR	LOM	176 8.1	2000	E side S crs. 184 - outbnd 004 - inbnd 1700 within 10 mi. (Beyond 10 mi. NA)	ILS 1700 ADF 1000 over LOM	1700 4.7	490 0.5	T-dn C-dn S-dn 1 ILS ADF A-dn ILS ADF	300-1 500-1 # 300-0.75 500-1 600-2 800-2	300-1 600-1 # 300-0.75 500-1 600-2 800-2	200-0.5* 600-1.5 # 300-0.75 500-1 600-2 800-2	Within 4.7 miles after passing LOM(ADF) climb to 2000' on crs. of 004° from LOM within 20 miles. #500-1 required when glide slope not used. *300-1 take-off minima required Rnwy 9. Take-offs with less than 200-0.5 NA on Runways 4, 14, 22 and 32. No approach lights. Overrun lights and high intensity runway lights only.
	Meridian VOR	OM	164 8.0	1800									
RALEIGH, N. C. Raleigh-Durham Arpt. 435 ILS IRDU LOM RD Comb. ILS/ADF Procedure Number 1 Amdt. No. 1. Effect: 5 January 1957. Supersedes Amdt. - Original, dtd 25 Feb. 56. Major Changes: Lower ILS minima. Approach lights commissioned. Add final approach to LOM. New format.	Raleigh LFR	LOM	262 6.9	2000	N side of SW crs. 229 - outbnd 049 - inbnd 1700 within 10 miles. (Beyond 10 miles NA)	ILS 1600 ADF over LOM 1000	1565 3.8	640 0.6	T-dn C-dn S-dn 5 ADF A-dn ILS * ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 3.8 miles after passing LOM(ADF) climb to 1800' on NE crs.(038) LFR or 033° radial of VOR within 15 miles. When directed by ATC turn left climb to 2000' on NW crs. (308) LFR or radial 313° of VOR. 400-0.75 required when glide slope not utilized. *All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.
	Raleigh VOR	OM	303 10.4	2000									
	Intsxn. NW crs. RDU LFR & NE crs. RDU ILS	LOM	229 4.9	2000									
	Apex Intsxn. (final)	LOM	049 3.5	ILS 1600 ADF 1000									
WINDSOR LOCKS, CONN. Bradley Field 173 ILS BDL LOM BD Comb. ILS/ADF Procedure Number 1 Amdt. No. 9. Effect. date: 5 January 1957. Supersedes Amdt. No. 8 dtd 15 May 1954. Major Changes: Transition changed due to relocation of Westfield LFR. Departure route added.	Weatogue Intsxn. (final-ILS)	LOM	058 3.0	2300	S side SW crs. 238 - outbnd 058 - inbnd 2300 within 10 miles.	ILS 2300 ADF 1700 over LOM	1650 4.5	415 0.6	T-dn C-dn S-dn 6 ILS* ADF A-dn	300-1 400-1 200-0.5 400-1 800-2	300-1 500-1 200-0.5 400-1 800-2	200-0.5 500-1.5 200-0.5 400-1 800-2	4.5 Miles after passing LOM(ADF)...climb to 2500' on NE crs. ILS or 058° crs. from LOM within 15 miles. Alternate missed approach procedure when requested by ATC: Make a climbing right turn to LOM at 2500'. Deviation from criteria authorized on straight-in landing minimums. Standard clearance not provided over ridge approx. 1 mile N of OM. Caution: Unlighted hills 2.4 miles NW of airport approx. 768'MSL.
	Weatogue Intsxn. (final-ADF)	LOM	058 3.0	1700									
	Intsxn. 015 radial Hartford VOR & NE crs. ILS or 058 from LOM.	LOM	238 15.0	2500									
									*Air Carrier Note: 400-0.75 required with glide slope inoperative. IFR Departure via Hartford VOR. Departure direct from Bradley Field to the Hartford, Conn. VOR via the 355° radial is authorized at 2000' MEA. (Departure route only).				

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(27 Nov 1956)

U. S. GOVERNMENT PRINTING OFFICE : 1956

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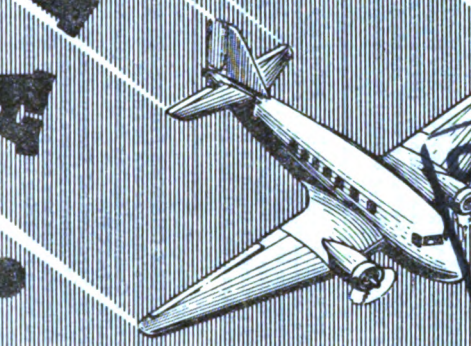
AIRWAYS BEACONS DISCONTINUED. p. 3

AIRMAN'S GUIDE



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ATC Departure Clearances. p.3

SPECIAL NOTICE
Inability to Comply with ATC Clearance. p. 3

NOTICES TO AIRMEN Page 2

VOL. 11 , NO. 20 . . . . DECEMBER 11, 1956

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman s Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. .- -.-. ... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 15 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCE: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

ALBUQUERQUE ADIZ DELETED: The Albuquerque ADIZ was deleted effective December 1, 1956. All references to the Albuquerque ADIZ will be deleted from Part 620, Regulations of the Administrator for the Security Control of Air Traffic, effective December 1, 1956.

✓ DISCONTINUANCE OF AIRWAYS BEACONS: Effective December 21, 1956, the following beacons in Region Four are discontinued:

NOTE: Name of beacon is followed by site number and mileage to beacon site.

CALIFORNIA

Llana; 7; 7 mi NNE Pearblossom
Norco; 4; 4 mi N Corona
Sequan Pk.; 2; 4 mi NE Jamul
Coyote Wells; 7; 2 mi NE Coyote Wells
Fairmont; X-1; 16 mi NW Lancaster

NEW MEXICO

Hermanas; 31; 2 mi W Hermanas

UTAH

Thompsons; 60; 18 mi ESE Green River
Layton; 2; 6 mi NW Kaysville
Plymouth; 7; 1 mi W Plymouth
Upton; 4; 11 mi E Coalville

WYOMING

Sinclair; 27; 11 mi E Rawlins
Piney Ridge; 33; 4 mi E Rock River

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Areas - Amendment 182)
(January 10, 1956)

(1) In Section 608.62, a Bonham, Territory of Hawaii Restricted Area (R-509), is added to read: "Description by Geographical Coordinates: Beginning at lat 22-12-45N, long. 159-43-00W; thence to lat 22-09-20N, long. 159-43-00W; thence counterclockwise along the shoreline of the Island of Kauai, Territory of Hawaii to lat 21-58-00N, long. 159-43-00W; thence to lat 21-55-00N, long. 159-43-00W; thence clockwise along a line 3 nautical miles from the shoreline of the Island of Kauai, Territory of Hawaii to lat 22-12-45N, long. 159-43-00W; the point of beginning. Designated Altitudes: Surface to 5000 ft MSL. Time of Designation: Continuous. Controlling Agency: COMFAIR, Hawaii".

(2) In Section 608.61, the Fairbanks, Alaska, area (R-345 formerly D-345), amended on December 19, 1953 in 18 F.R. 8567 is further amended by changing the "Controlling Agency" column to read: "Alaska Air Command, Elmendorf AFB, Alaska".

(3) In Section 608.61, the Big Delta, Alaska, area (R-346), amended on October 31, 1951 in 16 F.R. 11066 is further amended by changing the "Controlling Agency" column to read: "Arctic Test Branch, Army Field Forces, Fort Greely, Alaska".

(Part 608 - Restricted Areas - Amendment 183)
(January 1 thru March 31, 1957)

(1) In Section 608.31, the Grand Marais, Minnesota, Temporary Area (R-187A) is added to read: "Description by Geographical Coordinates: From lat 47-26-00, long. 90-53-00; to lat 47-04-00, long. 90-35-00; to lat 47-28-00, long. 89-30-00; to lat 47-50-00, long. 89-48-00; to point of beginning. Designated Altitudes: Surface to 50,000 feet MSL. Time of Designation: Day and Night. Controlling Agency: 31st Air Division (Defense) St. Paul, Minn." NOTE: This area only to be used during VFR weather conditions.

✓ AIRMAN'S GUIDE DATE TO BE CHANGED FOR HOLIDAYS: Because of the Christmas Holidays, the Guide scheduled for December 25 will be issued on December 21. Information to be included in this issue should reach the CAA (Attn: W-120) by December 19 or 20, if possible.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route LFR altitudes are amended as follows, effective January 10, 1957:

Section 610.12 Green Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Billings,Mont.LFR	Miles City,Mont. LFR	5200
Nibbe,Mont.FM	Miles City,Mont.LFR E-bound only	5000

Section 610.15 Green Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Texarkana,Ark.LFR	Pine Bluff,Ark. LF/RBN	1700

Section 610.102 Amber Civil Afrway 2 is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev. LFR	Enterprise,Utah LFR	10000
Logandale,Nev.FM	Las Vegas,Nev.LFR SW-bound only	6500

Section 610.217 Red Civil Airway 17 is amended to read in part:

FROM	TO	MEA
Chanute,Ill. LF/RBN	Rensselaer INT, Ind.	1900

Section 610.230 Red Civil Airway 30 is amended to read in part:

FROM	TO	MEA
Lee INT,Fla.	Jacksonville,Fla. LFR	1300

Section 610.618 Blue Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Albany,N.Y.LFR	Burlington,Vt.LFR	4500
Glens Falls,N.Y. LF/RBN	Albany,N.Y.LFR S-bound only	3000
Vergennes,Vt.FM	Burlington,Vt.LFR N-bound only	2000

Section 610.619 Blue Civil Airway 19 is amended to read in part:

FROM	TO	MEA
Key West,Fla.LFR	Perrine,Fla.LFR	1300
Perrine,Fla.LFR	Melbourne,Fla.LFR	1200

Section 610.632 Blue Civil Airway 32 is amended to read:

FROM	TO	MEA
Anchorage,Alaska LFR	Susitna INT, Alaska	1500
Susitna INT, Alaska	McDougall INT, Alaska	3700
McDougall INT, Alaska	Skwentna,Alaska LFR	4200
*Skwentna,Alaska LFR	Talkeetna,Alaska LF/RBN	5000

*4100 - MCA Skwentna LFR, NE-bound

Section 610.1001 Direct Routes, U. S. is amended to delete:

FROM	TO	MEA
Cove INT,N.C.	Int.dir. crs Winston Salem,N.C.LFR to Roanoke,Va.LFR & S.Boston,Va.VOR 280° rad. N-bound	5600
	S-bound	4000
Tampa,Fla.LFR	W.Palm Beach,Fla. LFR	2100

Section 610.1001 Direct Routes - U. S. is amended to read in part:

FROM	TO	MEA
Dallas,Tex.LFR	Int. 028° crs from Dallas LFR & SE crs Perrin,Tex.LFR	2000
Int. 028° crs from Dallas LFR & SE crs Perrin, Tex. LFR	Ft. Smith,Ark. LF/RBN	3400

Section 610.1001 Direct Routes, U.S. is amended by adding:

FROM	TO	MEA
Dallas,Tex.LFR	Lufkin,Tex.LF/RBN	2000
Lake Charles,La. LFR	Lufkin,Tex.LF/RBN	1600
W.Palm Beach, Fla. LFR	Int. 300 brg from W.Palm Beach LFR & 045 brg from Ft. Myers LF/RBN	1200
Int. 300 brg from W.Palm Beach LFR & 045 brg from Ft.Myers LF/RBN	Tampa,Fla.LFR	2100

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Billings,Mont. VOR	Miles City,Mont. VOR	5200
Nibbe,Mont.FM	Miles City,Mont.VOR E-bound only	5000

Section 610.6006 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
*Crescent Lake INT, Fla.	Roy INT,Fla.	**3000
*3000 - MRA **1300 - MOCA		
Roy INT,Fla.	Blue Jacket INT, Fla.	*2000
*1200 - MOCA		
*Crescent Lake INT,Fla.	Roy INT,Fla.	
Via E alter. *3000 - MRA **1300 - MOCA	Via E alter.	**3000
Roy INT,Fla.	Blue Jacket INT,Fla.	
Via E alter. *1200 - MOCA	Via E alter.	*2000

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Allentown,Pa.VOR	Int. 103 T rad. Allentown,Pa.VOR & SW crs Newark,N.J. ILS loc.	2500
*Ogden,Utah VOR	**Lost River INT, Utah	12000
*11000 - MCA Ogden VOR, E-bound **14000 - MRA		
Lost River INT, Utah	Ft. Bridger,Wyo. VOR	12000

Section 610.6009 VOR Civil Airway 9 is amended by adding:

FROM	TO	MEA
New Orleans,La. VOR	*Picayune INT,La.	
Via E alter. *2500 - MRA **1400 - MOCA	Via E alter.	**1500
Picayune INT,La.	McComb,Miss.VOR	
Via E alter. *1700 - MOCA	Via E alter.	*2500

Section 610.6010 VOR Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Youngstown,Ohio VOR	*Mercer INT,Pa.	2600
*4000 - MRA		
Mercer INT,Pa. *4000 - MRA	*Brookville INT,Pa.	4000

Section 610.6012 VOR Civil Airway 12 is amended to read in part:

FROM	TO	MEA
Anthony,Kans.VOR	*Conway INT,Kans.	
Via S alter. *3500 - MRA	Via S alter.	2500
Conway INT,Kans.	Wichita,Kans.VOR	
Via S alter.	Via S alter.	2500

Section 610.6013 VOR civil airway 13 is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR	*Crosby INT,Tex.	
Via E alter. *1900 - MRA	Via E alter.	1600
Crosby INT,Tex.	Daisetta INT,Tex.	
Via E alter.	Via E alter.	1600

Section 610.6016 VOR Civil Airway 16 is amended by adding:

FROM	TO	MEA
Wink,Tex.VOR	Goldsmith INT,Tex.	
Via N alter. *2500 - MRA **1400 - MOCA	Via N alter.	4400
Goldsmith INT, Tex.	Pipeline INT,Tex.	
Via N alter. *4300 - MOCA	Via N alter.	*5200
Pipeline INT,Tex.	Mustang INT,Tex.	
Via N alter. *4100 - MOCA	Via N alter.	*6300
Mustang INT,Tex.	Big Spring,Tex.VOR	
Via N alter.	Via N alter.	4000

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Wink,Tex.VOR	Goldsmith INT,Tex.	
Via N alter.	Via N alter.	4400
Goldsmith INT, Tex.	Midland,Tex.VOR	
Via N alter.	Via N alter.	4500
Mineral Wells,Tex. VOR	Russell INT,Tex.	
Via S alter.	Via S alter.	2300
Russell INT,Tex.	Hensley INT,Tex.	
Via S alter.	Via S alter.	2700
Hensley INT,Tex.	Dallas,Tex.VOR	
Via S alter.	Via S alter.	2000

Section 610.6017 VOR Civil Airway 17 is amended to read in part:

FROM	TO	MEA
Ft.Worth,Tex.VOR *2500 - MOCA	Cole INT,Okla.	*4000
Cole INT,Okla. *2300 - MOCA	Bray INT,Okla.	*5000

Section 610.6018 VOR Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Shreveport,La. VOR	Homer INT,La.	
Via N alter.	Via N alter.	1600
Homer INT,La.	Monroe,La.VOR	
Via N alter. *1900 - MOCA	Via N alter.	*2000
Monroe,La.VOR	Jackson,Miss.VOR	1700
Via S alter. *1700 - MOCA	Via S alter.	*2400

Section 610.6018 VOR Civil Airway 18 is amended by adding:

FROM	TO	MEA
Meridian,Miss.VOR	Tuscaloosa,Ala.VOR	
Via N alter. *1600 - MOCA	Via N alter.	*2000
Tuscaloosa,Ala. VOR	Birmingham,Ala.VOR	
Via N alter.	Via N alter.	2000
Birmingham,Ala. VOR	Anniston,Ala.VOR	
Via N alter.	Via N alter.	3000

Section 610.6020 VOR Civil Airway 20 is amended by adding:

FROM	TO	MEA
New Orleans,La. VOR	*Picayune INT,La.	
Via N alter. *2500 - MRA **1400 - MOCA	Via N alter.	**1500
Picayune INT,La.	Mobile,Ala.VOR	
Via N alter. *1400 - MOCA	Via N alter.	*4500

Section 610.6022 VOR Civil Airway 22 is amended to read in part:

FROM	TO	MEA
Tallahassee,Fla. VOR	Greenville INT, Fla.	1500

(11 Dec 1956)

VOR Civil Airway 22 - cont'd.

FROM	TO	MEA
Greenville INT, Fla.	Lee INT,Fla.	*2500
*1500 - MOCA		
Lee INT,Fla.	*Taylor INT,Fla.	**3000
*3000 - MRA		
**1200 - MOCA		
Taylor INT,Fla.	Bryceville INT, Fla.	*2500
*1200 - MOCA		
Bryceville INT, Fla.	Jacksonville,Fla. VOR	*1500
*1300 - MOCA		

Section 610.6023 VOR Civil Airway 23
is amended to read in part:

FROM	TO	MEA
*Bakersfield, Calif. VOR	Laton INT,Calif.	3000
*7000 - MCA Bakersfield VOR, S-bound		
Laton INT,Calif.	Fresno,Calif.VOR	2000
Bakersfield, Calif. VOR	Dinuba INT,Calif.	
Via E alter.	Via E alter.	3500
Dinuba INT,Calif.	Fresno,Calif.VOR	
Via E alter.	Via E alter.	2000

Section 610.6026 VOR Civil Airway 26
is amended to read in part:

FROM	TO	MEA
Green Bay,Wis.VOR	Pentwater INT, Mich.	2900

Section 610.6032 VOR Civil Airway 32
is amended to read in part:

FROM	TO	MEA
Bonneville,Utah VOR	*Stansbury INT,Utah W-bound	10000
	E-bound	11000
*12000 - MRA		
Stansbury INT, Utah	*Salt Lake City,Utah VOR W-bound	10000
	E-bound	11000
*12000 - MCA Salt Lake City VOR,E-bound		
Salt Lake City, Utah VOR	*Henefer INT, Utah	**13000
*14000 - MRA		
**12000 - MOCA		
Henefer INT,Utah	Ft.Bridger,Wyo. VOR	*13000
*12000 - MOCA		

Section 610.6037 VOR Civil Airway 37
is amended to delete:

FROM	TO	MEA
Pulaski,Va.VOR	Marie INT,W.Va.	6000

Section 610.6037 VOR Civil Airway 37
is amended by adding:

FROM	TO	MEA
Charlotte,N.C.VOR	Pulaski,Va.VOR	*6000
*5600 - MOCA		
Pulaski,Va.VOR	Elkins,W.Va.VOR	8000

Section 610.6043 VOR Civil Airway 43
is amended to read in part:

FROM	TO	MEA
Appleton,Ohio	Youngstown,Ohio	2500

Section 610.6055 VOR Civil Airway 55
is amended to read in part:

FROM	TO	MEA
Pentwater INT, Mich.	Green Bay,Wis.VOR	2900

Section 610.6062 VOR Civil Airway 62
is amended by adding:

FROM	TO	MEA
Lubbock,Tex.VOR	Spur INT,Tex.	*5000
*4500 - MOCA		
Spur INT,Tex.	Abilene,Tex.VOR	*5000
*3600 - MOCA		

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
*San Diego,Calif. VOR	El Centro,Calif. VOR	8000
*4000 - MCA San Diego VOR, E-bound		
Barrett Lake, Calif. FM	Jamul,Calif.LF/RBN W-bound only	6000
Jamul,Calif. LF/RBN	San Diego,Calif.VOR W-bound only	4500
El Centro,Calif. VOR	Yuma,Ariz.VOR	3000
Midland,Tex.VOR	*Jack INT,Tex.	**6200
*6200 - MRA		
**4400 - MOCA		
Jack INT,Tex.	Abilene,Tex.VOR	*7200
*3600 - MOCA		
Breckenridge INT, Tex.	Chapel INT,Tex.	*3800
*2500 - MOCA		

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Hobbs,N.Mex.VOR	Goldsmith INT,Tex.	
Via S alter.	Via S alter.	5300
Goldsmith INT, Tex.	Midland,Tex.VOR	
Via S alter.	Via S alter.	4300
Midland,Tex.VOR	*King INT,Tex.	
Via S alter.	Via S alter.	4400
*7800 - MRA		
King INT,Tex.	San Angelo,Tex.VOR	
Via S alter.	Via S alter.	*7800
*3900 - MOCA		

Section 610.6069 VOR Civil Airway 69
is amended by adding:

FROM	TO	MEA
Shreveport,La. VOR	El Dorado,Ark.VOR	1600
El Dorado,Ark.VOR	Pine Bluff,Ark.VOR	1600

Section 610.6074 VOR Civil Airway 74
is amended to read in part:

FROM	TO	MEA
Ft. Smith,Ark. VOR	*Paris INT,Ark.	4000
*5500 - MRA		
Paris INT,Ark.	*Roland INT,Ark.	4000
*5500 - MRA		
Roland INT,Ark.	Little Rock,Ark. VOR	4000

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
Big Spring,Tex.	*Jack INT,Tex.	4000
*6200 - MRA		
Jack INT,Tex.	San Angelo,Tex.VOR	4000

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
Ponca City,Okla. VOR	*Conway INT,Kans.	**3500
*3500 - MRA		
**2500 - MOCA		
Conway INT,Kans.	*Milton INT,Kans.	**4000
*4000 - MRA		
**2500 - MOCA		

Section 610.6079 VOR Civil Airway 79
is amended to read in part:

FROM	TO	MEA
Hobbs,N.Mex.VOR	Lubbock,Tex.VOR	5300

Section 610.6094 VOR Civil Airway 94
is amended by adding:

FROM	TO	MEA
Newman,Tex.VOR	Water Hole INT, Tex.	8700
Water Hole INT,	*McConnell INT,	**10500
*10500 - MRA		
**9000 - MOCA		
McConnell INT, Tex.	Salt Flat,Tex.VOR	6000

Section 610.6105 VOR Civil Airway 105
is amended to read in part:

FROM	TO	MEA
Phoenix,Ariz.VOR	Prescott,Ariz.VOR	10000
Rock Springs INT, Ariz.	Phoenix,Ariz.VOR S-bound only	7500
Prescott,Ariz. VOR	White Hills INT, Nev.	11000
*White Hills INT, Nev.	Las Vegas,Nev.VOR	8000
*8700 - MCA White Hills INT, SE-bound		

Section 610.6117 VOR Civil Airway 117
is amended to read in part:

FROM	TO	MEA
El Centro,Calif.	*Wister INT,Calif.	3000
VOR		
*4000 - MCA Wister INT,NW-bound		
Wister INT,Calif.	Thermal,Calif.VOR	5000
*Thermal,Calif. VOR	**Giant Rock INT, Calif.	12000
*12000 - MCA Thermal VOR, N-bound		
**14000 - MRA		
Giant Rock INT, Calif.	*Daggett,Calif.VOR	12000
*10000 - MCA Daggett VOR, S-bound		

Section 610.6134 VOR Civil Airway 134
is amended to read in part:

FROM	TO	MEA
Evergreen,Ala. VOR	*Rutledge INT,Ala.	**2000
*2500 - MRA		
**1500 - MOCA		
Rutledge INT,Ala.	*Saco INT,Ala.	**4500
*2000 - MRA		
**1800 - MOCA		
Saco INT,Ala.	Columbus,Ga.VOR	*2700
*2000 - MOCA		

Section 610.6134 VOR Civil Airway 134
is amended to delete:

FROM	TO	MEA
Columbus,Ga.VOR	*Hamilton INT,Ga.	1800
*2400 - MRA		
Hamilton INT,Ga.	Atlanta,Ga.VOR	2400

Section 610.6163 VOR Civil Airway 163
is amended to read in part:

FROM	TO	MEA
Ft.Worth,Tex.VOR	Alvord INT,Tex.	*2500
*2000 - MOCA		
Alvord INT,Tex.	Ardmore,Okla.VOR	2600

Section 610.6217 VOR Civil Airway 217
is amended to read in part:

FROM	TO	MEA
Milwaukee,Wis. ILS loc.	Lake Park INT,Wis.	2000
Lake Park INT, Wis.	Green Bay,Wis.VOR	2700

Section 610.6235 VOR Civil Airway 235
is amended to read:

FROM	TO	MEA
*Utah Lake,Utah VOR	**Border INT,Utah	14000
*12500 - MCA Utah Lake VOR, NE-bound		
**15000 - MRA		
Border INT,Utah	Ft. Bridger,Wyo. VOR	14000

Section 610.6244 VOR Civil Airway 244
is added to read:

FROM	TO	MEA
Oakland,Calif.VOR	Altamont INT,Calif.	5000
Altamont INT, Calif.	*French Camp INT, Calif. E-bound	5000
	W-bound	5500
*5500 - MCA French Camp INT, W-bound		
French Camp INT, Calif.	Modesto,Calif,VOR	2000

Section 610.6259 VOR Civil Airway 259
is added to read:

FROM	TO	MEA
Charlotte,N.C.VOR	Tri-City,Tenn.VOR	8000

Section 610.6261 VOR Civil Airway 261
is added to read:

FROM	TO	MEA
Pulaski,Va.VOR	Marie INT,W.Va.	6000

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective January 10, 1956, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows

CIVIL AIRWAYS:

(1) Red civil airway No. 17 (St. Louis, Mo. to Baltimore, Md.), is amended by changing the portion which reads: "From the Chanute AFB, Rantoul, Ill. rdo rng stn to the intsxn of the NE course of the Chanute AFB rdo rng and the SE course of the Chicago, Ill. rdo rng" to read: "From the Chanute AFB, Rantoul, Ill. nondirectional rdo bcn to the intsxn of a line bearing 44°T from the Chanute AFB nondirectional rdo bcn with the SE course of the Chicago, Ill. rdo rng."

(2) Red civil airway No. 87 (Hawaiian Islands), is amended by adding a last sentence to read: "The portions of this arwy at 5000 ft MSL and below which lie within the Bonham, T.H. restricted area (R-509) and the Bonham, T.H. warning area (W-510) are excluded."

(3) Blue civil airway No. 19 (Key West, Fla. to Orlando, Fla.), is amended to read: "From the Key West, Fla. rdo rng stn via the Perrine, Fla. rdo rng stn; Melbourne, Fla. rdo rng stn to the Orlando, Fla. rdo rng stn."

(4) Blue civil airway No. 32 (Anchorage, Alaska to Talkeetna, Alaska), is amended to read: "From the Anchorage, Alaska, rdo rng stn via the intsxn of the NW course of the Anchorage, Alaska, rdo rng and the SE course of the Skwentna, Alaska rdo rng; Skwentna, Alaska rdo rng stn to the Talkeetna, Alaska nondirectional rdo bcn."

(5) Blue civil airway No. 34 (Terre Haute, Ind. to Peoria, Ill.), is amended to read: "From the Terre Haute, Ind. rdo rng stn via the Chanute AFB, Rantoul, Ill. nondirectional rdo bcn to the intsxn of the E course of the Peoria, Ill. rdo rng and the SW course of the Joliet, Ill. rdo rng." (Note: Changes to Red 17 and Blue 34 due to decommissioning of the Chanute AFB LF rdo rng by Air Force.)

(6) VOR civil airway No. 9 (New Orleans, La. to Milwaukee, Wis.), is amended by changing the portion which reads: "From the New Orleans, La. omnirng via the McComb, Miss. omnirng stn, including a W alternate;" to read: "From the New Orleans, La.omnirng stn via the McComb, Miss. omnirng stn, including a W alternate and also an E alternate from the New Orleans omnirng stn to the McComb omnirng stn via the point of intsxn of the New Orleans omnirng 036°T and the Mobile, Ala. omnirng 260°T radials;" (Note: Added V9E between the New Orleans VOR and the McComb VOR.)

(7) VOR civil airway No. 16 (Los Angeles, Calif. to Boston, Mass.), is amended by changing the portion which reads: "Wink, Tex. omnirng stn, including a N alternate; Midland, Tex. omnirng stn, including a N alternate; Big Spring, Tex. omnirng stn;" to read: "Wink, Tex. omnirng stn, including a N alternate; Midland, Tex. omnirng stn, including a N alternate from the Wink omnirng stn to the Midland omnirng stn via the point of intsxn of the Wink omnirng 066°T and the Hobbs, N. Mex. omnirng 147°T radials; Big Spring, Tex. omnirng stn, including a N alternate from the Wink omnirng stn to the Big Spring omnirng stn via the intsxn of the Wink omnirng 066°T and the Big Spring omnirng 271°T radials;" (Note: Redesignated V16N between Wink VOR and Midland VOR to have apex at the Goldsmith Intsxn. Added V16N between Wink VOR and Big Spring VOR.)

(8) VOR civil airway No. 18 (Dallas, Tex. to Charleston, S.C.), is amended by changing the portion which reads: "Anniston, Ala. omnirng stn;" to read: "Anniston, Ala. omnirng stn, including a N alternate from the Meridian omnirng stn to the Anniston omnirng stn via the point of intsxn of the Meridian omnirng 040°T and the Tuscaloosa omnirng 239°T radials, the Tuscaloosa, Ala. omnirng stn and the Birmingham, Ala. omnirng stn;" (Note: Added V18N between Meridian VOR and Anniston VOR.)

(9) VOR civil airway No. 20 (Laredo, Tex. to Richmond, Va.), is amended by changing the portion which reads: "Mobile, Ala. omnirng stn;" to read: "Mobile, Ala. omnirng stn including a N alternate from the New Orleans omnirng stn to the Mobile omnirng stn via the intsxn of the New Orleans omnirng 036°T and the Mobile omnirng 260°T radials;" (Note: Added V20N between the New Orleans VOR and the Mobile VOR.)

(10) VOR civil airway No. 37 (Savannah, Ga. to Erie, Pa.), is amended to read: "From the Savannah, Ga. omnirng stn via the Columbia, S.C. omnirng stn; Charlotte, N.C. omnirng stn; Pulaski, Va. omnirng stn; Elkins, W.Va. omnirng stn; Morgantown, W.Va. omnirng stn; Pittsburgh, Pa. omnirng stn; to the Erie, Pa. omnirng stn." (Note: Added new portions to V37 from Charlotte VOR to Pulaski VOR to Elkins VOR. Revoked portion of V37 from Pulaski VOR to Marie Intsxn, and redesignated it as V261.)

(11) VOR civil airway No. 62 (Santa Fe, N.Mex. to Abilene, Tex.), is amended to read: "From the Santa Fe, N. Mex. omnirng stn via the Anton Chico, N.Mex. omnirng stn; intsxn of the Anton Chico omnirng 109°T and the Lubbock omnirng 311°T radials; Lubbock, Tex. omnirng stn; intsxn of the Lubbock omnirng 101°T and the Abilene omnirng 327°T radials; to the Abilene, Tex. omnirng stn." (Note: Added new portion to V62 from Lubbock VOR to Abilene VOR.)

(12) VOR civil airway No. 66 (San Diego, Calif. to Sulphur Springs, Tex.), is amended by changing all before the Yuma, Ariz. omnirng stn to read: "That airspace over United States territory from the San Diego, Calif. omnirng stn via the intsxn of the San Diego omnirng 098°T and the El Centro omnirng 265°T radials; El Centro, Calif. omnirng stn; Yuma, Ariz. omnirng stn;" and by changing the portion which reads: "Midland, Tex. omnirng stn; Big Spring, Tex. omnirng stn; Abilene, Tex. omnirng stn;" to read: "Midland, Tex. omnirng stn; intsxn of the Midland omnirng 090°T and the Abilene omnirng 247°T radials; Abilene, Tex. omnirng stn;" (Note: Redesignated V66 to include El Centro VOR between San Diego VOR and Yuma VOR. Redesignated V66 between Midland VOR and Abilene VOR by-passing Big Spring VOR.)

(13) VOR civil airway No. 68 (Albuquerque, N.Mex. to Brownsville, Tex.), is amended by changing the portion which reads: "Midland, Tex. omnirng stn, including a S alternate; San Angelo, Tex. omnirng stn, including a S alternate;" to read: "Midland, Tex. omnirng stn, including a S alternate from the Hobbs omnirng stn to the Midland omnirng stn via the point of intsxn of the Hobbs omnirng 147°T and the Wink, Tex. omnirng 066°T radials; San Angelo, Tex. omnirng stn, including a S alternate via the intsxn of the Midland omnirng 146° T and the San Angelo, omnirng 278°T radials;" (Note: Redesignated V68S between Hobbs and Midland VORs and between Midland and San Angelo VORs)

(14) VOR civil airway No. 69 (Shreveport, La. to Chicago, Ill.), caption changed and is amended by changing all before the Walnut Ridge, Ark. omnirng stn to read: "From the Shreveport, La. omnirng stn via the intsxn of the Shreveport omnirng 087°T and the El Dorado omnirng 217°T radials; El Dorado, Ark. omnirng stn; intsxn of the El Dorado VOR 041°T and the Pine Bluff VOR 210°T radials; Pine Bluff, Ark. omnirng stn; point of intsxn of the Little Rock, Ark. omnirng 062°T and the Memphis, Tenn. omnirng 276°T radials; Walnut Ridge, Ark. omnirng stn;" (Note: Added new portion to V69 from Shreveport VOR to Pine Bluff VOR.)

(15) VOR civil airway No. 79 (Culberson, Tex. to Lubbock, Tex.), is amended by changing the portion which reads: "Hobbs, N. Mex. omnirng stn; the intsxn of the Hobbs omnirng 86°T and the Lubbock omnirng 199°T radials to the Lubbock, Tex. omnirng stn." to read: "Hobbs, N. Mex. omnirng stn; to the Lubbock, Tex. omnirng stn.")Note: Redesignated V79 direct between Hobbs VOR and Lubbock VOR.)

(16) VOR civil airway No. 94 (El Paso, Tex. to Longview, Tex.), is amended to read: "From the Newman, Tex. omnirng stn via the intsxn of the Newman omnirng 091°T and the Salt Flat omnirng 312°T radials; Salt Flat, Tex. omnirng stn; Carlsbad, N. Mex. omnirng stn; to the Hobbs, N. Mex. omnirng stn. From the Abilene, Tex. omnirng stn via the intsxn of the Abilene omnirng 096°T and the Britton omnirng 264°T radials; Britton, Tex. omnirng stn; to the Gregg County, Tex. omnirng stn." (Note: Added new portion to V94 between Newman VOR and Salt Flat VOR.)

(17) VOR civil airway No. 117 (El Centro, Calif. to Daggett, Calif.), is amended to read "From the El Centro, Calif. omnirng stn via the intsxn of the El Centro omnirng 350°T and the Thermal omnirng 122°T radials; Thermal, Calif. omnirng stn; to the Daggett, Calif. omnirng stn. The portion of this arwy which overlaps the Salton Sea restricted area (R-303) is excluded." (Note: Redesignated V117 to remove El Centro LFR and include El Centro VOR.)

(18) VOR civil airway No. 134 (Evergreen, Ala. to Columbus, Ga.), is amended to read "From the Evergreen, Ala. omnirng stn via the point of intsxn of the Dothan, Ala. term omnirng 336°T and the Montgomery, Ala. omnirng 123°T radials; to the Columbus, Ga. omnirng stn." (Note: Redesignated V134 from Evergreen VOR to Columbus VOR via the Saco Intsxn. Rescinded V134 between the Columbus VOR and the Atlanta VOR.)

(19) VOR civil airway No. 244 (Oakland, Calif. to Modesto, Calif.), is added to read: "From the Oakland, Calif. omnirng stn via the intsxn of the Oakland omnirng 078°T and the Modesto omnirng 312°T radials; to the Modesto, Calif. omnirng stn." (Note: New arwy.)

(20) VOR civil airway No. 259 (Charlotte, N.C. to Tri-City, Tenn.), is added to read: "From the Charlotte, N.C. omnirng stn to the Tri-City, Tenn. omnirng stn." (Note: New airway.)

(21) VOR civil airway No. 261 (Pulaski, Va. to Hinton, W.Va.), is added to read: "From the Pulaski, Va. omnirng stn to the point of intsxn of the Charleston, W.Va. omnirng 129°T and the Montebello, Va. omnirng 256°T radials."

CONTROL AREAS: (1) VOR civil airway No. 9 (New Orleans, La. to Milwaukee, Wis.), is amended to read: "All of VOR civil arwy No. 9 including E and W alternates."

(2) VOR civil airway No. 20 (Laredo, Tex. to Richomnd, Va.), is amended to read: "All of VOR civil airway No. 20 including N and S alternates, but excluding the airspace between the main arwy and its N alternate arwy from the New Orleans, La. omnirng stn to the Mobile, Ala. omnirng stn and also excluding the airspace between the main arwy and its N alternate arwy from the Atlanta, Ga. omnirng stn to the Spartanburg, S.C. omnirng stn."

(3) VOR civil airway No. 62 (Santa Fe, N.Mex. to Abilene, Tex.), is amended to read: "All of VOR civil arwy No. 62."

(4) VOR civil airway No. 69 (Shreveport, La. to Chicago, Ill.), is amended to read: "All of VOR civil arwy No. 69."

(5) VOR civil airway No. 94 (El Paso, Tex. to Longview, Tex.), is amended to read: "All of VOR civil arwy No. 94."

(6) VOR civil airway No. 134 (Evergreen, Ala. to Columbus, Ga.), is amended to read: "All of VOR civil arwy No. 134."

(7) VOR civil airway No. 244 (Oakland, Calif. to Modesto, Calif.), is added to read: "All of VOR civil arwy No. 244."

(8) VOR civil airway No. 259 (Charlotte, N.C. to Tri-City, Tenn.), is added to read: "All of VOR civil arwy No. 259."

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(9) VOR civil airway No. 261 (Pulaski, Va. to Hinton, W. Va.), is added to read: "All of VOR civil arwy No. 261."

CONTROL AREA EXTENSIONS: (1) (Cleveland, Ohio), is amended by deleting the words which read: "excluding the portion which overlaps the Akron Caution Area (C-419)".

(2) (Rantoul, Ill.), is amended to read: "That airspace within a 25 mile radius of the Chanute AFB, Rantoul, Ill."

(3) (Oahu-Molokai, T.H.), is amended by correcting the coordinates which read: "Lat 21-10-00N, long. 157-26-15W to lat 21-14-30N, long. 157-36-15W" to read: "Lat 21-09-30N, long. 157-27-00W to lat 21-14-00N, long. 157-36-45W."

(4) (Marysville, Calif.), is amended by correcting the first portion to read: "That airspace E of Marysville bounded on the W by VOR civil arwy No. 23, on the N by VOR civil arwy No. 200, on the S by VOR civil arwy No. 212 and on the E by Restricted Area R-265 and a line extending from a point at lat 39-15-00, long. 121-30-00 northward along long. 121-30-00 to the southern edge of VOR civil arwy No. 200;"

(5) (El Dorado, Ark.), is added to read: "Within 5 miles either side of 137° and 317°T bearings extending from the El Dorado nondirectional rdo bcn to points 25 miles SE and 15 miles NW, and within 5 miles either side of the 37°T radial of the El Dorado omnirng extending from the omnirng stn to a point 15 miles NE."

CONTROL ZONES: (1) (Rantoul, Ill.), is amended to read: "Within a 5 mile radius of Chanute AFB, Rantoul, Ill. and within 2 miles either side of a line bearing 226°T extending from the AFB to a point 14 miles SW." (Note: Correction due to shutdown of Chanute AFB rdo rng stn)

(2) (Atlanta, Ga.), is amended by adding the following portion to present Dobbins AFB control zone: "and within 2 miles either side of the centerline of the NW/SE rnwy (Rnwy 10) extending from the 5 mile radius zone to a point 5 miles NW of Lost Mountain nondirectional rdo bcn."

(3) (El Dorado, Ark.), is added to read: "Within a 5 mile radius of Goodwin Field, El Dorado, Ark. within 2 miles either side of a 317°T bearing extending from the El Dorado nondirectional rdo bcn to a point 10 miles NW, and within 2 miles either side of the 37°T radial of the El Dorado omnirng extending from the omnirng stn to a point 10 miles NE."

REPORTING POINTS: (1) Red civil airway No. 84 (Meridian, Miss. to Columbus, Ga.), is amended by deleting the following reporting point: "Craig AFB rdo rng stn, Selma, Ala.;" (Note: Craig AFB rng stn to be changed to "on-request" by regional request)

(2) Blue civil airway No. 19 (Key West, Fla. to Orlando, Fla.), is amended to read: "The intsxn of the N course of the Perrine, Fla. rdo rng and the W course of the West Palm Beach, Fla. rdo rng." (Note: To be named Cardwell Intsxn and depicted for acft at all alts per regional request. Automatically rescinds Belle Glade L/MF intsxn - intsxn N Miami and W West Palm Beach.)

(3) Other reporting points, is amended by correcting the East Nantucket Intsxn by changing the words which read "a line bearing 77°T" to read: "a line bearing 82°T."

VOR REPORTING POINTS: (1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Newman, Tex. omnirng stn; (b) Appleton, Ohio omnirng stn; (c) White Hills Intsxn - the intsxn of the Needles, Calif. omnirng 004°T and the Las Vegas, Nev. omnirng 121°T radials.

(2) Domestic VOR reporting points is amended by correcting the name: "Sequin Intsxn" to read: "Seguin Intsxn" (Note: Description of this intsxn remains the same.)

(3) Domestic VOR reporting points is amended by revoking the following reporting points: Columbus, Ohio. omnirng stn.

ON-REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective January 10, 1957:

RENAMED:

(1) CONCORD, MD. (LF) INTSXN - the intsxn of the 324°T radial of the Salisbury, Md VOR and the SW course of the Dover, Del. LFR. (Formerly Preston Intsxn).

DESIGNATED:

(1) BERGSTROM, TEX. (VHF) INTSXN - the intsxn of the 057°T radial of the San Antonio, Tex. VOR and the 175°T radial of the Austin, Tex. VOR.

(2) BESSEMER, ALA. (VHF) INTSXN - the intsxn of the SW course of the Birmingham, Ala ILS lclzr and the 180°T radial of the Birmingham, Ala. VOR.

(3) BLANCO, TEX. (VHF) INTSXN - the intsxn of the 021°T radial of the San Antonio, Tex. VOR and the 237°T radial of the Austin, Tex. VOR.

(4) BORDER, UTAH (VHF) INTSXN - the intsxn of the 227°T radial of the Fort Bridger, Wyo. VOR and the 112°T radial of the Ogden, Utah VOR.

(5) BOULDER CITY, NEV. (VHF) INTSXN - the intsxn of the 121°T radial of the Las Vegas, Nev. VOR and the 209°T radial of the Mormon, Mesa, Nev. VOR.

(6) BRIDGEPORT, ALA. (VHF) INTSXN - the intsxn of the 263°T radial of the Chattanooga, Tenn. VOR and the 211°T radial of the Crossville, Tenn. VOR.

(7) BUCK HILL, PA. (VHF) INTSXN - the intsxn of the 345°T radial of the Stroudsburg, Pa. VOR and the 299°T radial of the Stillwater, N.J. VOR.

(8) COALMONT, TENN. (VHF) INTSXN - the intsxn of the 231°T radial of the Crossville, Tenn. VOR and the 313°T radial of the Chattanooga, Tenn. VOR.

(9) CONWAY, KANS. (VHF) INTSXN - the intsxn of the 327°T radial of the Ponca City, Okla. VOR and the 060°T radial of the Anthony, Kans. VOR.

(10) CORNUDAS, TEX. (VHF) INTSXN - the intsxn of the 091°T radial of the Newman, Tex. VOR and the 322°T radial of the Hudspeth, Tex. VOR.

(11) CRAIG AFB, ALA. LFR.

(12) DALTON, GA. (VHF) INTSXN - the intsxn of the 152°T radial of the Chattanooga, Tenn. VOR and the 181°T radial of the Crossville, Tenn. VOR.

(13) DINUBA, CALIF. (VHF) INTSXN - the intsxn of the 077°T radial of the Coalinga, Calif. VOR and the 144°T radial of the Fresno, Calif. VOR.

(14) FREEDOM, PA. (VHF) INTSXN - the intsxn of the 347°T radial of the Pittsburgh, Pa. VOR and the 034°T radial of the Wheeling, W. Va. VOR.

(15) GROVE, PA. (VHF) INTSXN - the intsxn of the 360°T radial of the Stroudsburg, Pa. VOR and the 117°T radial of the Wilkes Barre, Pa. VOR.

(16) HENEFER, UTAH (VHF) INTSXN - the intsxn of the 065°T radial of the Salt Lake City, Utah VOR and the 246°T radial of the Fort, Bridger, Wyo. VOR and the 112°T radial of Ogden, Utah VOR.

(17) HOMER, LA. (VHF) INTSXN - the intsxn of the 087°T radial of the Shreveport, La. VOR and the 217°T radial of the El Dorado, Ark. VOR.

(18) KING, TEX. (VHF) INTSXN - the intsxn of the 146°T radial of the Midland, Tex. VOR and the 203°T radial of the Big Spring, Tex. VOR.

(19) LASCASSAS, TENN. (LF) INTSXN - the intsxn of the SE course of the Nashville, Tenn. LFR and the 257°T bearing from Smithville, Tenn. Rbn.

(20) LATON, CALIF. (VHF) INTSXN - the intsxn of the 077°T radial of the Coalinga, Calif. VOR and the 159°T radial of the Fresno, Calif. VOR.

(21) LONGMEADOW, MASS. (VHF) INTSXN - the intsxn of the NE course of the Bradley, Conn. ILS lclzr and the 002°T radial of the Hartford, Conn. VOR.

(22) LOST CREEK, UTAH (VHF) INTSXN) - the intsxn of the 263°T radial of the Fort Bridger, Wyo. VOR and the 137°T radial of the Malad City, Idaho VOR.

(23) McCONNELL, TEX. (VHF) INTSXN - the intsxn of the 091°T radial of the Newman, Tex. VOR and the 312°T radial of the Salt Flat, Tex. VOR.

(24) MORRISON, TENN. (VHF) INTSXN - the intsxn of the 257°T radial of the Crossville, Tenn. VOR and the 313°T radial of the Chattanooga, Tenn. VOR.

(25) PECKS POND, PA. (VHF) INTSXN - the intsxn of the 360°T radial of the Stroudsburg, Pa. VOR and the 136°T radial of the Wilkes Barre, Pa. VOR.

(26) PIXLEY, CALIF. (VHF) INTSXN - the intsxn of the 108°T radial of the Coalinga, Calif. VOR and the 338°T radial of the Bakersfield, Calif. VOR.

(27) PORTERSVILLE, CALIF. (VHF) INTSXN - the intsxn of the 108°T radial of the Coalinga, Calif. VOR and the 353°T radial of the Bakersfield, Calif. VOR.

(28) ROLAND, ARK. (VHF) INTSXN - the intsxn of the 302°T radial of the Little Rock, Ark. VOR and the 181°T radial of the Flippin, Ark. VOR.

(29) ROSS, TEX. (LF) INTSXN - the intsxn of the SE course of the Love (Dallas), ILS lclzr and the E course of the Dallas, Tex. LFR.

(30) ROSS, TEX. (VHF) INTSXN - the intsxn of the 225°T radial of the Dallas, Tex. VOR and the SE course of the Love (Dallas) ILS lclzr.

(31) ROY, FLA. (VHF) INTSXN - the intsxn of the 174°T radial of the Jacksonville, Fla. VOR and the 092°T radial of the Gainesville, Fla. VOR.

(32) RUTLEDGE, ALA. (VHF) INTSXN - the intsxn of the 070°T radial of the Evergreen, Ala. VOR and the 192°T radial of the Montgomery, Ala. VOR.

(33) SPRINGVILLE, UTAH (VHF) INTSXN - the intsxn of the 122°T radial of the Utah Lake, Utah VOR and the 165°T radial of the Salt Lake City, Utah VOR. (MRA 12,000' depict flag)

(34) SPUR, TEX. (VHF) INTSXN - the intsxn of the 327°T radial of the Abilene, Tex. VOR and the 101°T radial of the Lubbock, Tex. VOR.

(35) STANSBURY, UTAH (VHF) INTSXN - the intsxn of the 265°T radial of the Salt Lake City, Utah, VOR and the 329°T radial of the Utah Lake, Utah VOR.

(36) WATERHOLE, TEX. (VHF) INTSXN - the intsxn of the 091°T radial of the Newman, Tex. VOR and the 060°T radial of the El Paso, Tex. VOR.

REDESIGNATED:

(1) CAMDEN, OHIO (VHF) INTSXN - the intsxn of the 004°T radial of the Cincinnati, Ohio VOR and the SW course of the Dayton, Ohio ILS lclzr.

(2) GALT, CALIF. (VHF) INTSXN - the intsxn of the 138°T radial of the Sacramento, Calif. VOR and the 028°T bearing toward Mather, Calif. Rbn.

(3) GIANT ROCK, CALIF. (VHF) INTSXN - the intsxn of the 061°T radial of the Ontario, Calif. VOR and the 160°T radial of the Daggett, Calif. VOR.

(4) JOSHUA, TEX. (VHF) INTSXN - the intsxn of the 264°T radial of the Britton, Tex. VOR and the 158°T radial of the Fort Worth, Tex. VOR.

(5) MORVEN, VA. (LF) INTSXN - the intsxn of the N course of the Blackstone, Va. LFR and the 266°T bearing from Richmond, Va. LFR.

(6) MORVEN, VA. (VHF) INTSXN - the intsxn of the 245°T radial of the Flat Rock, Va VOR and the N course of the Blackstone, Va. LFR.

(7) NORTH SCITUATE, R.I. (LF) INTSXN - the intsxn of the SW course of the Boston, Mass. LFR and the NW course of the Quonset Point, R.I. LFR.

(8) OAKVILLE, TENN. (LF) INTSXN - the intsxn of the E course of the Memphis, Tenn. ILS lclzr and the NE course of the Memphis, Tenn. LFR. (No change in holding pattern.)

(9) OAKVILLE, TENN. (VHF) INTSXN - the intsxn of the E course of the Memphis, Tenn. ILS lclzr and the 360°T radial of the Memphis, Tenn. VOR (No change in holding pattern. Minimum altitude 1500').

(10) RADIO, TEX. (VHF) INTSXN - the intsxn of the NE course of the Midland, Tex. ILS lclzr and the 146°T radial of the Midland, Tex. VOR.

(11) RENSSELAER, IND. (LF) INTSXN - the intsxn of the SE course of the Chicago, Ill. LFR and the 044°T bearing from Chanute AFB, Ill. Rbn.

(12) SAGINAW, TEX. (VHF) INTSXN - the intsxn of the N course of the Fort Worth (Meacham Fld), Tex. ILS lclzr and the 077°T radial of the Mineral Wells, Tex. VOR.

(13) SWANTON, MD. (VHF) INTSXN - the intsxn of the 049°T radial of the Elkins, W. Va. VOR and the 096°T radial of the Morgantown, W. Va. VOR

(14) TANK FARM, TEX. (VHF) INTSXN - the intsxn of the NE course of the Midland, Tex. ILS lclzr and the 090°T radial of the Midland, Tex. VOR

(15) TAYLOR, FLA. (VHF) INTSXN - the intsxn of the 273°T radial of the Jacksonville, Fla. VOR and the 258°T radial of the Gainesville, Fla. VOR.

(16) WHITE FISH, ILL. (VHF) INTSXN - the intsxn of the 093°T radial of the Wheeling, Ill. VOR and the 013°T radial of the Chicago Heights, ILL. VOR.

(17) WHITEWELL, TENN. (VHF) INTSXN - the intsxn of the 313°T radial of the Chattanooga, Tenn. VOR and the 211°T radial of the Crossville, Tenn. VOR.

(18) WISTER, CALIF. (VHF) INTSXN - the intsxn of the 350°T radial of the El Centro, Calif. VOR and the 122°T radial of the Thermal, Calif. VOR.

(19) XENIA, OHIO (VHF) INTSXN - the intsxn of the 010°T bearing to Springfield, Ohio Rbn and the 244°T radial of the Appleton, Ohio VOR.

CANCELLED:

(1) ANNESS, KANS. (VHF) INTSXN - the intsxn of the 216° mag radial of the Wichita, Kans VOR and the 147° mag radial of the Hutchinson, Kans. VOR.

(2) CEDAR LAKE, TEX. (VHF) INTSXN - the intsxn of the 074° mag radial of the Hobbs, N. Mex. VOR and the 187° mag radial of the Lubbock, Tex. VOR.

(3) CLEARWATER, KANS. (VHF) INTSXN - the intsxn of the 180° mag radial of the Wichita, Kans. VOR and the 050° mag radial of the Anthonty, Kans. VOR.

(4) GENOA, FLA. (VHF) INTSXN - the intsxn of the 272° mag radial of the Jacksonville, Fla. VOR and the 013° mag radial of the Cross City, Fla. VOR.

(5) HONORAVILLE, ALA. (VHF) INTSXN - the intsxn of the 057° mag radial of the Evergreen, Ala. VOR and the 189° mag radial of the Montgomery, Ala. VOR.

(6) PINOLE, CALIF. (VHF) INTSXN - the intsxn of the 233°T radial of the Sacramento, Calif. VOR and the 004°T radial of the San Francisco, Calif. VOR.

(7) RADNOR LAKE, TENN. (LF) INTSXN - the intsxn of the SW course of the Nashville, Tenn. LFR and the 290° mag bearing from Nashville, Tenn. LOM.

(8) SUWANNEE, FLA. (LF) INTSXN - the intsxn of the W course of the Jacksonville, Fla. LFR and the NE course of the Cross City, Fla. LFR.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated or cancelled and shall become effective January 10, 1957:

DESIGNATE:

(1) ALHAMBRA, CALIF. (VHF) INTSXN - direction of holding - NE on the 057°T radial of the Los Angeles, Calif. VOR; direction of turns - LEFT; time - one minute; minimum altitude - 9000'.

(2) BESSEMER, ALA. (VHF) INTSXN - direction of holding - SW on SW course of the Birmingham, Ala. ILS lclzr; direction of turns - LEFT; time - one minute; minimum altitude - 2000'.

(3) BLANCO, TEX. (VHF) INTSXN - direction of holding - NE on the 237°T radial of the Austin, Tex. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 2800'.

(4) BROOKLEY, ALA. RBN - direction of holding - W on N side of the 250°T outbound bearing; direction of turns - RIGHT; time - one minute; minimum altitude - 1600'.

(5) CAMDEN, OHIO (VHF) INTSXN - direction of holding - SW on SW course of the Dayton, Ohio ILS lclzr; direction of turns - LEFT; time - one minute.

(6) CONWAY, KANS. (VHF) INTSXN - direction of holding - SW on the 060°T radial of the Anthony, Kans. VOR; direction of turns - LEFT; time - one minute.

(7) COVINA, CALIF. (VHF) INTSXN - direction of holding - N on the 024°T radial of the Long Beach, Calif. VOR; direction of turns - LEFT; time - one minute; minimum altitude - 9000'.

(8) FREEDOM, PA. (VHF) INTSXN - direction of holding - NW on 347°T radial of the Pittsburgh, Pa. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 3000'.

(9) GONZALES, FLA. (LF & VHF) INTSXN - direction of holding - N on N course of the Pensacola, Fla. ILS lclzr; direction of turns - LEFT; time - one minute; minimum altitude - 1200'.

(10) LONGMEADOW, MASS. (VHF) INTSXN - direction of holding - SW on NE course of the Bradley ILS lclzr; direction of turns - RIGHT; time - one minute; minimum altitude - 2500'.

(11) NEWMAN, TEX. VOR - direction of holding - E on the 091°T radial; direction of turns - LEFT; time - 2 minutes; minimum altitude - 7800'.

(12) STANDIFORD (LOUISVILLE, KY.) ILS/LOM - direction of holding - N; direction of turns - RIGHT; time - one minute.

CANCEL:

(1) CAMDEN, OHIO (VHF) INTSXN - direction of holding - SW on the 228° mag radial of the Dayton, Ohio VOR; direction of turns - LEFT; time - one minute.

(2) STANDIFORD (LOUISVILLE, KY.) ILS/LOM - direction of holding - S; direction of turns - LEFT; time - one minute.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albany	Milwaukee	RC 2209
Boston	Rapid City	3060-d
Detroit	Sal Lake City	WAC 77
Green Bay	Detroit Local	WAC 216
Miles City	San Juan Local	WAC 217

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Elko	11-30-56	Portland	11-21-56	WAC 137	11-27-56
Grand Canyon	11-21-56	Reno	11-26-56	WAC 304	11-21-56
Klamath Falls	11-30-56	Sacramento	11-27-56	WAC 362	11-27-56
Mt. Shasta	11-21-56	San Diego Lcl	11-30-56	WAC 363	11-27-56
		San Francisco Lcl	11-30-56		

Instrument Flight Charts
released since November 19, 1956

AL 27 RNG	Bush Field, Ga.	AL 463 ILS	Smith Reynolds Arpt, N.C.
AL 88 RNG	Columbia Arpt, Mo.	AL 27 ADF	Bush Field, Ga.
AL 463 RNG	Smith Reynolds Arpt, N.C.	AL 463 ADF	Smith Reynolds Arpt, N.C.
AL 466 RNG	Youngstown Arpt, Ohio	AL 27 VOR	Bush Field, Ga.
AL 588 RNG-1	Butte Arpt, Mont.	AL 384 VOR-1	Boeing Field, Wash.
AL 812 RNG	Salton Sea AEC Seaplane, Calif.	AL 466 VOR	Youngstown Arpt, Ohio
AL 842	Clear Lake Seaplane, Calif.	AL 588 VOR-1	Butte Arpt, Mont.
AL 999	Long Beach Seaplane, Calif.	AL 588 VOR-2	Butte Arpt, Mont.
AL 27 ILS	Bush Field, Ga.	AL 924 VOR	Lawton Arpt, Okla.
AL 353 ILS	Rock Springs Arpt, Wyo.	RF 6, 7, 8	

RF Terminal Area - Washington
RF-VOR Terminal Area - Dayton, Detroit, Louisville, Pittsburgh, San Antonio
RF Dates of Latest Prints
RF Legend - RF Index

NEW CHARTS

RF Denver Terminal Area
RF-VOR Denver Terminal Area

DISCONTINUED CHARTS

AL 636 VOR	Columbus, Ga.	Muscogee Co. Arpt.

(11 Dec 1956)

✓ SEATTLE-SALT LAKE CITY CENTER ATC BOUNDARY: Effective January 21, 1957, the Seattle-Salt Lake City Center ATC boundary description is changed as follows: From 46°N 115° W south to 42° N 115° W; thence west along 42° N to intersect the present boundary.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 25 - Grand Island, Nebr. Correct WB telephone number to read: DUpont 4-1907 and CAA telephone number to read: DUpont 2-5196.

(2) Page 104 (Ground) Elko, Nev. Add VOR rcvr check point: 329°; on NE end of runway 5-23.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	Month and day item was reported.
**	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. (11-2)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

**BIRMINGHAM-SPECIAL NOTICE: Effective Dec 13, Caution Area C-445 will be rescinded.

BIRMINGHAM-RADIO: Aug 20, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (8-30)

BIRMINGHAM ARPT-TOWER: Nov 30, trans & rcvr 348.6 mc cmsnd. FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr.

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

★MOBILE-BATES FLD-TOWER: Nov 7, ILS lclzr and glide slope shut down - severe bends in lclzr course. Nov 29, trans & rcvr 348.6 mc cmsnd. FLD: Due space shortage, all transient and lcl acft not permitted parking space on Admin Bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-DANNELLY FLD-TOWER: Oct 17, ILS glide slope, MM and LMM shut down until approx Jan 1 - relctn. Lclzr, OM and LOM remain in opern. (10-17)FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail. days, easternmost 6000' avail. sunset-sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider daylgt hrs. (11-8)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

**BUCKEYE-STEPHENS ARPT: Elevation 890'. (10-31)

**CACTUS-NORTH PHOENIX ARPT: Abandoned. (10-1)

CLEMENCEAU BCN SITE 40, LAX-AMA, scheduled for discontinuance on Dec. 7, will remain in operation until further notice. (12-7)

**CLIFTON-GREENLEE COUNTY ARPT: Formerly carried as Morenci Arpt. (8-22)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

**FLORENCE JUNCTION ARPT: Reinstated. Deleted in error. Type: L. Lat: 33-15; long. 111-21. Lctn: 1 mi SW. Elev: 1900'. No. of rnwys: 1. Lngst rnwy & facs: 53. Remarks: Rolling. Hill NNE. (8-20)

FORT HUACHUCA-SPECIAL NOTICE: Restricted Area (R-181) in use daily until Dec 15, 1956 - artillery firing and drone flying. (9-10)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 274° radial and at 30 to 35 n mi on 106° radial. (11-5)

**GILA BEND-C.L.STEPHENS RANCH ARPT: Reinstated. Deleted in error. Type: P. Lat: 33-03; long 112-54. Lctn: 13 mi NW. Elev: 650'. No. of rnwys: 1. Lngst rnwy & facs: 26; Fuel: F2. Remarks: P-line E. (8-21)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

**MANY FARMS ARPT: Reinstated. Deleted in error. Type: L. Lat: 36-21; long. 109-37. Lctn. 0.2 mi E. Elev: 5300'. No. of rnwys: 1. Lngst rnwy & facs: 24. Remarks: Soft when wet - erosion. (8-28)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

**ROUND ROCK ARPT: Reinstated. Deleted in error. Type: L. Lat: 36-30; long. 109-29. Lctn: 1 mi S. Elev: 5400' No. of rnwys: 1. Lngst rnwy & facs: 33. Remarks: Caution-soft when wet - erosion. (8-28)

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage : 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**WHITE RIVER-FORT APACHE ARPT: Reinstated. Deleted in error. Type: L. Lat 33-49; long. 109-59. Lctn: 3. mi S. Elev: 5109'. No. of rnwys: 1. Lngst rnwy & facs: 42. Remarks: Surrounded by mts. Lndg area ruf due vegetation. (9-12)

WINSLOW-RADIO: December 11, VOR shut down until approx Jan 11. During shut down following arwys will not be usable: V-12 and 12N Prescott, Ariz-Zuni, N. Mex. V-95 Phoenix - Winslow usable, substituting Winslow LFR for VOR, MEA 11,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: CLARKSVILLE ARPT: Rnwy lgts temp. inop. (10-9)

FT. SMITH-RADIO: About Dec 11, the voice feature of "H" fac will be shut down until approx Dec 21 - modernization (12-7)

★FT. SMITH ARPT-TOWER: Nov 28, freq 348.6 mc cmsnd. FLD: 135' (650'MSL) lgtd derrick erected 4500' E of E end and 1/4 mi N of extended centerline of rnwy 25. (12-3) 1168' MSL lgtd antenna being erected 7.0 n mi NNW (355°T) at lat 35-27-11, long. 94-22-26. (11-28)

HARRISON ARPT: Fld clsd ngts.

rrLITTLE ROCK-ADAMS ARPT-TOWER: Nov 28, trans & rcvr 348.6 mc cmsnd. (12-3)

**MAGNOLIA-BAKER ARPT: Abandoned. (11-29)

**NORTH LITTLE ROCK-CENTRAL ARPT: Closed. (10-31)

**SPRINGDALE ARPT: NE/SW rnwy clsd. (3-14)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

CALIFORNIA: ARCATA-RADIO: Nov 28, LFR flgt-checked, courses correctly aligned.(11-29)
AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)
BLYTHE-RADIO: VOR/DME coverage 45 n mi ex cept 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°, 35 n mi 345°-015° at MEA. (8-20)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DIXON ARPT: Closed. (8-30)
**DOS PALOS-EAGLE ARPT: Rnwy lgts discontd. (10-15)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
**FAIRFIELD-SUISUN ARPT: Closed permanently.(11-16)
**FALL RIVER MILLS ARPT: Formerly carried as Shasta Sky Ranch Arpt. (9-28)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
★FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down until approx Feb 1, 1957 - relctn. (10-8) Nov 23, freq 348.6 mc cmsnd. FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip. both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11, large equip. working in rnwy extension area. (7-5)
**FRESNO-SIERRA SKY PARK ARPT: Attended 24 hr., 80/87 oct fuel, flares prior req.(10-2)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
KLAMATH-McBETH ARPT: Closed. (6-13)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000';040°-070°, 8000'; 070°-100°, 7000';100°-280°,4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const.(8-18) About Jan 1, rcvr 122.5 mc will be changed to 122.6 mc. (11-27) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and tk-offs. Rnwy 12 clsd. (11-9) Soon, neon apch lgt lane will be discontd indef. (11-21)
LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const area.Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000'MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than one and one-half mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. (12-3)
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700. Touch and go lndgs prohibited on Sat and Sun after 1300. (11-28)

CALIFORNIA: NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy (7-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°,35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°,17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375RNG and JAL-358-ADF, are to be used for emergency only. (8-20)
★OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER: Trans and gds: 118.9,119.7,120.3, 124.3,124.9,'243.0,'301.4,317.5,326.2,355.6,355.8 mc. (11-26)
**OAKLAND INTN'L ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Light plane gravel area perm clsd: Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)
OCEANSIDE-RADIO: VOR coverage; restricted to 35 n mi 310° to 020°. (10-24)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)
**OTAY-WOLFE'S ARPT: Abandoned.
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.(3-15)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'
**PETALUMA-SKY RANCH ARPT: Unicom. (10-11)
**POINT REYES-SPECIAL NOTICE: Effect. Dec 13, Warning Area W-513 in use 0800-2000 daily, estab as follows: beginning at lat 38-03-20, long. 123-12-00; thence to lat 38-01-30, long. 123-11-10; to lat 37-56-00, long. 123-10-00; lat 37-53-20, long. 123-04-55; lat 37-47-00, long. 103-00-00; lat 37-43-00, long. 124-00-00; lat 37-50-00, long. 124-24-30; lat 38-00-00 long. 123-23-00 to point of beginning. (11-7)
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
**RINCON-LAZY H SKY RANCH ARPT: Closed to public - avail. only on written permission of owner. (10-20)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
**SACRAMENTO-CAPITOLSKY PARK ARPT: Four 180' lgtd rdo twrs erected 1.0 n mi N (11°T) at lat 38-36-24, long. 121-32-06. (11-16)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

CALIFORNIA:**SAN BERNARDO ARPT: Only one rnwy avail-(11-29) 4600 ft. unpaved. (10-10)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
**SAN FRANCISCO-SPECIAL NOTICE: Effect. Dec 13, Warning Area W-260 redefined as follows: Beginning at lat 39-00-00, long. 123-56-30; thence to lat 38-03-20, long 123-12-00; lat 38-00-00, long 123-23-00; lat 37-50-00, long. 124-24-30; lat 38-05-30, long. 125-22-00; lat 38-52-00, long. 125-52-30 to point of beginning. (11-7)
SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc.(7-25)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
★SAN FRANCISCO-INTN'L ARPT-TOWER: Nov 30 rcvr 122.5 mc replaced by 122.7 mc.
SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt. Land at own risk.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
**SANTA MARIA-HANCOCK ARPT: Due p-line SW corner, NE/SW rnwy closed. (11-20)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)
STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60° 100° at 7000'; 100°-150° at 6000'. 105°-thru S and W to 305° over water not checked.
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VICTORVILLE-GEORGE AFB-FADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
COLORADO: CHEYENNE WELLS ARPT: Closed for winter due dust. Land at own risk.
COLORADO SPRINGS-PETERSON FLD: Caution-indg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
★DENVER-STAPLETON FLD-TOWER: Effect. Dec 1, Radar Arrival Service will be inaugurated. Outer fixes Dupont, Henderson and Aurora H facility. Civil Freq 119.5 mc. Military 257.8 mc or 137.88 mc. (11-26) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)
★ELLICOTT-RADIO: Dec 5, homing fac cmsnd. Freq: 287 kc. Ident: ELL. Lctd lat 38-48-56, long. 104-22-40. Elev: 5907'. Class: MHW.
**LA JUNTA ARPT: 203'(4441'MSL) lgtd twr erected 5.0 n mi SSW(217°T) at lat 37-59, long. 103-34. (11-27)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
**STRATTON ARPT: Abandoned. (10-2)
CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)
HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)
NORWICH-RADIO: About Jan 8, VOR will be shut down until approx Feb 2, modernization.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
SOUTH GLASTONBURY-FIVERSIDE SEAPLANE BASE: Closed until June 1, 1957. (11-15)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35n mi at 3000'; 230°-360°, 35n mi at 3000'; 360°-015°, 35n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings.
NEW CASTLE-BELLANCA FLD: Sod strips clsd - rough. Use rnwy & taxi strip only.
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: About Dec 18, ASR-3, will be shut down until approx Dec 23. FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt, CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. About Dec 17, existing slopeline apch lgtg sys serving rnwy 36 will be decmsnd. Simulataneously a centerline apch lgtg sys will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red bar lgt on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear cross bar 100' long on rnwy centerline 1000 ft from pavement. (11-13)
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
**BOOT KEY-KEY VACA: 123' (127' MSL) unlgtd twr erected at lat 24-42-18, long. 81-04-36.
BREWSTER-SPECIAL NOTICE: 200' (346' MSL) lgtd steel stack being erected 1.3 n mi E.
CLEWISTON-AIRGLADES STATE ARPT: Unattended - no lgts or services. Unicom discontd.
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° eadial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28) Due to temp shut down, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.
★DAYTONA BEACH ARPT-TOWER: Nov. 30, trans & rcvr 348.6 mc cmsnd.
**DELAND ARPT: 209' (304' MSL) lgtd twr erected 5.2 n mi S (190°T) at lat 28-58-47, long. 81-17-42. (12-3)
★GAINESVILLE-RADIO: VOR monitoring category (1). (12-6)
**ISLAMORADA MATECUMBE KEY: 130' (134' MSL) unlgtd twr erected at lat 24-54-27, long. 80-38-42. (11-20)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
★JACKSONVILLE-IMESON ARPT-TOWER: Dec. 5, trans and rcvr 348.6 mc cmsnd. FLD: Rnwy 18L-36R clsd to jet acft and all ngt operns.
KEY WEST INTERNATIONAL ARPT: Caution new fld under const. No ngt operns. Const equip. on and about rnwys. Rnwys 3-21 and 11-29 perm clsd; rnwy 16-34 clsd; rnwy 8-26 temp open. Large or fast acft taking-off from rnwy 8 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route International Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only due to condition of rnwys. Lndg fee for cargo or charter acft. (9-21)
**LAKE CITY ARPT: 403' (506' MSL) lgtd twr erected 3.9 n mi WSW (246° T) at lat 30-09-20, long. 82-38-12. (11-17)
**LITTLE RORCH KEY: 260' (263' MSL) lgtd twr erected at lat 24-40-39, long. 81-23-42.
**LONG KEY: 180' (184' MSL) lgtd twr erected SW end at lat 24-48-42, long. 80-49-36.
**LONGWOOD-SLADE ARPT: New fld reported. Lat 28-42, long. 81-22. Lctn: 2 mi W. Elev. 110'. No. of rnwys: 1. Lngst rnwy & facs: 26-S5. Fuel: 80 oct. Remarks: P-line S.

FLORIDA: MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MIAMI-RADIO: About Jan 10, N course LFR will be realigned from 160°-136° (10-17)

✱MIAMI INTERNATIONAL ARPT-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd.

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots, shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operating into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20)

Men and equip. working 400' S of rnwy 9L-27R construction parallel taxiway. (11-20)

**NAPLES-AMERICA ARPT: 125' (131' MSL) lgtd twr erected 1.0 n mi SW (243°T) at lat 26-08-23, long. 81-47-49. 175' (185' MSL) lgtd twr erected 11.0 n mi N (1°T) at lat 26-20, long. 81-46. (11-1)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

✱ORLANDO ARPT-TOWER: Dec 3, trans and rcvr 348.6 mc cmsnd.

**PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip. adj rnwys. Use rnwys only. Fld lgts operated sunset-sunrise. Fld unattended 2300-0600C. (10-8)

PENSACOLA: Effective January 10, 1957, that portion of Caution Area C-488 conflicting with redesignated civil airway V-134 will be rescinded.

✱PENSACOLA ARPT-TOWER: Nov 29, trans and rcvr 348.6 mc cmsnd.

**PUNTA GORDA-CHARLOTTE CO. ARPT: 150' (155' MSL) lgtd twr erected 2.6 n mi SE.

**ROCK HARBOR-KEY LARGO: 140' (145' MSL) unlgtd twr erected at lat 25-05-48, long. 80-26-06. (11-20)

**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: Rnwy 16-34 clsd - mrkd as ramp and taxiway. (9-10)

**ST. PETERSBURG-WHITTED ARPT: Formerly carried as Whitted Arpt, CGAS. (10-12)

**STOCK ISLAND: 150' (154' MSL) lgtd twr erected at lat 24-34-42, long. 81-44-42. (11-20)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°

★TALLAHASSEE-DALE MARBY ARPT-TOWER: Nov 29, trans and rcvr 348.6 mc cmsnd. FLD: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt; non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10.

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

★TAMPA INTNL ARPT-TOWER: Nov 30, freq 348.6 mc cmsnd.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

VERO BEACH-HIBISCUS AIRPARK: Clsd - construction. (10-20)

✱WEST PALM BEACH AFB-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd.

GEORGIA: ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbreqr prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE: Effective 20 Sept, Form 511.1 dated Nov 12, 1954, Missed Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand ft and proceed on SW course ATL LFR within 20 miles."

GEORGIA: ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated February 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance, acct bends and roughness.

✱ATLANTA ARPT-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd. FLD: Arriving acft make initial contact with Atlanta Apch Ctl on 120.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwy 33R-15L clsd. Rnwy 27R-9L open daylgt hrs only for acft 10,000 lbs and under and full responsibility of use is in the pilot. (11-14)

✱AUGUSTA-BUSH FLD ARPT-TOWER: Nov 30, freq 348.6 mc cmsnd.

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29) Oct 23, VOR shut down - relctn. Will be recmsnd about Dec 13 at lat 32-36-56, long. 85-01-06, 6.2 n mi NW of airport. (8-20) During shutdown MEA V-56 and V-154 Montgomery to Junction City Int 4400'. Hamilton Int redesignated 198° radial of Atlanta and 271° radial of Macon MEA 4400'. MRA V-134 Hamilton Int to Atlanta 4400'. V-56N and V-154N Montgomery, Ala to Columbus, Ga and V-134 Shady Grove to Columbus unusable. Marvyn Int and Madras VOR Int unusable. Kent Int unusable, Shady Grove Int redesignated 058° radial of Evergreen VOR and 120° radial of Montgomery VOR, MEA 4200'. V-134 Evergreen VOR to Shady Grove 4200'. (10-23) Int of 52° bearing from Columbus LOM and NE course Columbus LFR or 198° radial of Atlanta VOR MRA 4400' is designated as Glenn Int. Holding is not authorized. MEA from Glenn Int to Columbus LOM is 2000' MSL. (11-6)

**COLUMBUS-MUSCOGEE COUNTY ARPT: Caution - due unlgtd trees in apch area to rnwy 5, approx 1000' of rnwy unusable. No ngt lndg rnwy 5, no ngt take-off rnwy 23. (11-1)

LA GRANGE-RADIO: Oct 23, VOR shut down - relctn. About Dec 15 will be recmsnd at lat 33-02-54, long. 85-12-24, 7 n mi NW of La Grange arpt. (10-23) Deatsville VOR Int, Madras VOR Int, Roopville Int, Temple Int, unusable. V-20 Atlanta to Montgomery MEA 4000'. Concord Int temp designated as Atlanta 172° and Macon 305° radials at arwy alt.

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use

SWAINSBORO-THOMPSON ARPT: Clsd - new rnwy under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

**VALDOSTA ARPT: 208' (418' MSL) lgtd twr erected 2.5 n mi N (358°T) at lat 30-49-15, long. 83-16-25. 205' lgtd rdo twr erected approx 1.5 mi from N end of rnwy 17-35. (11-8)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi.

** BOISE AIR TERMINAL: Rnwy 16-34 clsd permanently. (10-18)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: Oct 23, VOR shut down until approx Dec 14. During shutdown, the following arwys are not usable for IFR: V-4S Burley - Glenns Ferry Int. (during this period Glenns Ferry Int. is described as Int of Burley 274° M and Mountain Home TVOR 077° M). (11-20)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: H fac usable dist 20-25 s mi. About Dec 31, H facility will be decmsnd. VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°. (11-29)

**CARBONDALE-MURDALE ARPT: NE/SW rnwy hard-surfaced 3600 x 100 ft. (9-10)

ILLINOIS: CHAMPAIGN ARPT: 20' poles erected approx 150' N & adj to E/W rnwy.

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station.

CHICAGO-RADIO: Multiples NW course LFR.

CHICAGO-ELMHURST ARPT: (formerly carried as Elmhurst, Ill.) Effect. December 31, 1956, fld will be closed.

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends. TVOR unreliable due to course roughness beyond 20 mi. all azimuths, beyond 9 miles 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.

CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr.

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 200'MSL.

DANVILLE-VERMILLION COUNTY ARPT: Caution-men and equip. on fld.

**DECATUR-DECATUR AVIATION CO.: Delete from records.

DIXON ARPT: Under const-open trenches along runway. Lgtg under const.

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended day-lgt working hrs. Land at own risk.

GILMAN ARPT: Closed.

HARVEY-RUBINKAM ARPT: Effec Jan 1, 1957, erection will begin of a 16 pole utility line 25' above ground, lctd 250' N.

**JOHNSBURG AIRPORT: Abandoned.

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13.

KEWANEE ARPT: Men and equip. on fld intermittently - caution.

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted.

MACOMB ARPT: Operated on limited status until April 15, 1957.

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100 ft. width. Mrkd flags at ends.

**MOMENCE ARPT: Reinstated. Type: P. Lat: 41-09, long. 87-43. Lctn 3.5 W. Elev: 645. No. of rnwys: 2. Lngst rnwy & facs: 25-S5. Fuel 2. Remarks: NW. NE, SW blkd.

NAPERVILLE-SPECIAL NOTICE: Caution-intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long. 88-08, about 5.5 mi S of Naperville or 5 mi SSW Naperville VOR on 189° radial.

OAKLAWN-HARLEM ARPT: Reported abandoned.

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt.

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 F1 Group at arpt. 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt.

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.

**QUINCY-BALDWIN-QUINCY ARPT: Hi-intensity rnwy lgt system cmsnd on rnwy 3-21.

RANTOUL-CHANUTE AFB-RADIO: USAF "H" fac changed ident RBN to RAN, freq to 281 kc. Class; HW USAF LFR decmsnd.

**ROCHELLE ARPT: Closed.

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-

ILLINOIS: days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days.

SPRINGFIELD-RADIO: Nov 13, VOR shut down until approx Feb 7, 1957 - modernization.

**WILLIAMSON-W.L.S. ARPT: Perm. closed.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

ANDERSON-ACE ARPT: 534'(1400'MSL) lgtd twr being erected 2.0 n mi WNW(302°T) at lat 40-03-42, long. 85-42-33.

BUNKER HILL AFB-RADIO: USAF "H" fac freq changed to 365 kc.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'.

EVANSVILLE-DRESS MEMORIAL ARPT: Standard Instr Apch Proced ILS/ADF #1, Amend #4, dated 21 Jul 56, in column 5, change 2nd item to read "2000" instead of "1800". (12-11)

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200'- ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction.

GREENSBURG ARPT: Use E half N/S rnwy only.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC(approx one yr.): Tilden VOR freq 115.7mc, ident: IEX. Weir Cook VORW freq 112.3mc, Ident: IAX. TVOR freq 111.4mc, ident: IDX, with voice ident. Lclzr freq 109.1mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3mc serving E/W rnwy. One VORW on 112.9mc testing intermittently. Nov 13, VOR/DME shut down until approx Dec. 14-modernization.

INDIANAPOLIS-WEIR COOK ARPT-TOWER: About Dec 21, freq 348.6 mc will be cmsnd. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW. Lat:39-34-40, long. 85-48-00. Elev: 800'. No of rnwys: 2. N/S rnwy 2640 ft., E/W rnwy 3460 ft. Surface: sod. Minor & major repairs. 80/87 fuel. Opern from sunrise-sunset. 30'p-line N, E, W.

**SOUTH BEND-CADET ARPT: Type changed to L. Field inactive.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TILDEN-RADIO: See Indianapolis, Indiana.

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

CEDAR RAPIDS-RADIO: VOR operating experimentally. Frequency 115.8 mc. Voice ident. only.

COUNCIL BLUFFS ARPT: Two 195'(1167'MSL) lgtd towers being erected 4.5 n mi WNW (312°T) at lat 41-11-59, long. 95-54-34.

DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months.

IOWA: DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
IOWA CITY-RADIO: Oct 29, VOR shut down until approx Dec 29. (10-28)
MASON CITY-RADIO: Sept 4, VOR shut down until approx Dec 15. (11-26)
**MILFORD-FULLER ARPT: Reinstated. Type: L. Lctn: 0.7 mi NNW. Lat 43-20; long. 95-10. Elev: 1440'. No. of rnwys: 2. Lngst rnwy & facs: 36. Remarks: S, W blkd. P-line E.
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120 ft wide.
★SIOUX CITY-RADIO: UHF/DF also guards 305.4 mc. (11-29)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)
**SPIRIT LAKE MUN ARPT: (New fld) - Type: L. Lat: 43-24; long 95-06. Lctn: 1.0 mi S. Elev: 1405. No. of rnways: 1. Lngst rnwy & facs: 15. Fuel: Fl. Remarks: Ruf-rolling.
**WATERLOO-CANFIELD ARPT: Personal use only. (11-29)
WATERLOO MUN ARPT: 165' lgtd rdo antenna being erected approx. 2.31 miles SW at lat 42-32-46, long. 92-26-40. (11-14) Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS:**ABILENE-WRIGHT AIRPARK: Reinstated. Type: P. Lat: 38-54; long. 97-12. Elev: 1150'. No. of rnwys: 1. Lngst rnwy & facs: 23-S5. Fuel: Fl. Lctn: 1 mi S. (9-16)
ANTHONY-RADIO: Oct 1, VOR shut down until approx Dec 31 - modernization (11-19)
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
**CLIFTON-IVERSON ARPT: Abandoned. (10-10)
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
**DOWNS ARPT: Abandoned. (10-1)
**EL DORADO ARPT: 265' (1655'MSL) lgtd twr erected 3.9 n mi NW(325°T) at lat 37-49-40, long. 96-51-50. (11-7)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt. (5-29)
GARDEN CITY-RADIO: Oct 29, VOR shut down until approx Dec 29. (10-26)
**GREAT BEND ARPT: 286' (2126'MSL) lgtd twr erected 4.5 n mi E(103°T) at lat 38-20-45, long 98-46-01. (11-1) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
LIBERAL ARPT: Const pipe line under S end N/S rnwy and adjacent taxi strip beginning Dec 17, end approx Jan 1, 1957. Flagman guarding at all times. (12-5)
OSBORNE ARPT: Strip lgts inop.
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL-RADIO: About Jan 1, VOR/DME will be shut down until approx Feb 1 - modernization. (11-20)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
**SOUTH HAVEN-MAXTED ARPT: ABANDONED. (9-28)
**TOPEKA-ALLEN ARPT: N/S rnwy hard-surfaced 2300 ft. Turf along edges soft-wet.
TOPEKA-PHILIP BILLARD ARPT: Construction in progress W side of N taxiway N of hangar line, also from S edge of SW ramp and taxiway to and including 600' of apch end of rnwy 4. Rnwy 4 clsd for lndg, usable for take-off and taxi only, except for first 600'. Rnwy 22 clsd for lndg and take-off, usable for taxiing. Excavation area lgtd ngts, flagged days. Use rnwys only. (12-3)
WICHITA ARPT: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E 'e of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call

KANSAS: McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
KENTUCKY:CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14) About Jan 9, VOR will be shut down until approx Feb 4 - modernization. (12-10)
**SHELBYVILLE-SHELBY ARPT: Elevation: 830'. (11-9)
**WEST POINT ARPT: Elevation: 430'. (11-9)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL. (5-14)
LOUISIANA:**ALEXANDRIA-McARTHUR DRIVE ARPT: Runway perm. shortened to 1600 ft.
★BATON ROUGE-RYAN ARPT-TOWER: Trans & rcvr 348.6 mc cmsnd.)FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. N/S strip soft spots on S half of strip. Use caution when wet. Spots mrkd with red flags. (5-4)
LAKE CHARLES-RADIO: ILS lclzr and glide slope inop. VOR shut down. (11-19) During temp shutdown, the following temp MEA estab: arwy V20 BUJ VOR to LFT VOR 3000'; V20S/V70 Waterway Int to LFT VOR 10,000'; V20 BUJ VOR to LCH LFR 1500'; V20S/V70 waterway Int to LCH LFR 2000'; V20/V70 LCH LFR to LFT VOR 1500'. (11-28)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500'MSL, V-18 Monroe to Jackson, Miss. 1600'MSL, V18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NEW ORLEANS: Effective January 10, 1957 Caution Area C-137 will be rescinded. (12-5)
NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping and bends.
★NEW ORLEANS ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. (12-3)FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR not avail. for radar arrival control. (10-30)FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1)
★SHREVEPORT-DOWNTOWN ARPT-TOWER: Nov 28, freq 348.6 mc cmsnd.
★SHREVEPORT-GREATER SHREVEPORT ARPT-TOWER: Nov 28, freq 348.6 mc cmsnd.
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

MAINE: HOULTON ARPT: Few scattered rnwys lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894'MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of arpt. LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

**MILLINOCKET ARPT: Lgts on rnwy 11-29 perm inop. Wind indicator unlgtd. Apron usable but caution advised due broken pavement and soft spots. Rnwy 16-34 not plowed during winter months. (12-3)

PHILLIPS-PLEASANT VALLEY FARMS: Caution-300' WSW end of strip under construction.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33. (11-15)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

**FREDERICK ARPT: Caution Area C-55, that portion overlapped by the Herndon-Harrisburg Civil Arwy Temp. rescinded.

GRANTSVILLE-RADIO: About Dec 17, VOR will be cmsnd. Freq: 110.4 mc. Ident: GRV. Lctd: lat 39-38-06, long. 79-03-00. Elev: 2665' MSL. Monitoring Category (1). Class: VORW. Monitoring from Morgantown, W. Va. ATCS. (12-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution - const extending rnwy 500' at ENE end.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

★BOSTON-AIR ROUTE TRAFFIC CONTROL CENTER: Nov 28, freq 125.3 mc decmsnd and 125.2 cmsnd.

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: all acft with pat speed below 110 mph, fly 900'MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL; jets fly 1800'MSL. (11-14)

**BOSTON-BEVERLY ARPT: Rnwy 15-33 lgtd ngts. Arpt bcn in optn ngts. Hill, approx 170' MSL, off S end rnwy 15 obstn lgtd. 70' poles off N end rnwy 33 will be obstn lgtd. (12-4)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Caution - const 140' ctl twr lctd terminal bldg area 2000' from centerline rnwy 15 and 1750' from centerline rnwy 4L - lgtd. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white light. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by tower. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equip. working outboard of rnwy lgts on rnwy 4R for the first 2600'.—

MASSACHUSETTS: About Jan 3, 1957, additional lgts will be added to existing apch lgtg system serving rnwy 4R. Complete system will then consist of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' to 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Optn of lgts is determined by prevailing wea conditions and is controlled by twr. First third rnwy 4R rprtd uneven by pilots of hi-speed and hvy acft - caution advised. 1199' (1349'MSL) lgtd twr being erected 10.9 n mi WSW (252°T) at lat 42-18-37, long. 71-14-14. (11-15)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

MARSHFIELD ARPT: Unattended for private use until Mar 1, 1957.

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15, 1957.

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

WESTFIELD-RADIO: Soon LFR will be relctd to lat 42-14-54, long. 72-41-49. Courses: 23 A 113 N 203 S 302 N. No change in freq or ident. (11-14)

MICHIGAN: **ALPENA, PHELPS-COLLINS ARPT: Formerly carried as Collins Arpt. (10-1

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)

**BENTON HARBOR-ROSS FLD: 153' (733' MSL) lgtd twr erected 3.0 n mi SSW (211°T) at lat 42-06-03, long. 86-27-52. (11-9) Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)

**BIRMINGHAM-BERZ ARPT: 150' (818' MSL) twr erected 6.3 n mi S (195°T) at lat 42-26-43, long. 83-12-22. (11-17) About Jan 1, 350' (1025' MSL) lgtd twr ewill be erected 5.7 n mi SW (225°T) at lat 42-28-24, long. 83-15-40. (11-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

COLDWATER-BRANCH COUNTY ARPT: Clsd to all operns - const. (9-6)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

★DETROIT-WAYNE MAJOR ARPT-TOWER: Sept 17, glide slope shut down. (12-3) Dec 3, ILS freq changed to 109.3 mc. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23 and 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. 137' (843' MSL) water tank being erected 2.1 n mi SSW (220°T) at lat 42-12-15, long. 83-33-15. (10-22)

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under construction.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

JACKSON-REYNOLDS ARPT: Rnwys 9-27 ruf, usable for light acft. Caution—apch end of rnwy 31 crosses high way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 50° right after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

MICHIGAN: LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 243 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Oct 29, lclzr & glide slope shut down until approx Dec. 10. (10-29)FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-COUNTY ARPT: Closed - const. (5-16)
MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: Nov 15, VOR shut down until approx Jan 15. (11-22)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy closed to ngt flying.(11-14)
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel. (4-26)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. All rnwys xcpt 9-27 clsd due snow.
SAULT STE MARIE-KINROSS AFB-RADIO: Oct 11, ILS glide path and lclzr shut down - until approx Dec 25 - relctn of lclzr. (10-10)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days.
GRAND MARAIS-SPECIAL NOTICE: A temp restricted area (R-187A) effect January 1,1957 through March 31, 1957 is estab. within the following area: from lat 47-26, long. 90-53;to lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and Night. This area is to be used only during VFR weather conditions. Using Agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)
GRAND RAPIDS ARPT: ESE/WNW rnwy closed - intsxn with new rnwy ruf. (10-24)
**GRAND RAPIDS-OTIS LODGE ARPT: Closed Dec - Mar.
**MILLE LACS-SPECIAL NOTICE: Effect. immediately, the following described Caution Area (C-512) is estab: bounded on the W by long. 90-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude: 8000' to 25,000' MSL. Activity: Air-to-air camera gunnery training missions using tower aerial target. Time of Use: Sunrise-sunset, VFR wea conditions only. Controlling Agency: 2446th Air Reserve Flying Center, Minneapolis/St. Paul International Arpt, Minneapolis, Minn.
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
**ST. PAUL-HOLMAN FLD: Airport prefix (NG); type P; lctd 1.5 SE; riv N,E; elev 703'; no. of rnwy 4; longest rnwy & facs h55-BL2,3,4-S5; fuel F4; remarks - P-line NE. Clsd to all trans jet acft. (Deleted from Directory of Airports in error)
WINONA-RADIO: TVOR unusable beyond 15 mi - course instability. (3-30)
MISSISSIPPI: BENOIT-SPEAKES ARPT: 200' (328'MSL) lgtd twr being erected 2.3 n mi SE (135°T) at lat 33-35-21, long. 90-58-29. (11-15)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GULFPORT ARPT: USAF GCA trng Mon Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat, one over rnwy every four minutes. All tfc left, alt. 1000'. (6-20) Exten jet lndg & take-off rnwy 14-32, unless strong cross winds

MISSISSIPPI: involved. (10-30)
★JACKSON-HAWKINS ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd.
MERIDIAN-RADIO: Sept 25, VOR/DME shut down-relctn. About Dec 13, will be recmsnd at lat 32-22-44, long. 88-48-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3 mc to 115.4 mc. During shutdown the following temp MEA effect: V-18 Jackson VOR to Tuscaloosa, Ala VOR 5000'; V-18 Jackson VOR to Meridian LFR 2000'; V-18 Meridian LFR to Tuscaloosa VOR 2500'; V-154 Meridian LFR to Safford int 2000'; V-18S Jackson to Meridian VOR and V-18N Meridian VOR to Tuscaloosa VOR unusable. (10-22) About Dec 13, ILS lclzr freq will be changed to 110.1 mc, glide slope to 334.4 mc. (11-14)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)
MISSOURI: **BRANSON-BIG BASS LODGE ARPT: Formerly carried as Kirbyville-Big Bass Lodge. Lctn: 5 mi ESE. Fuel: F2. Caution when wet. (10-12)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1)
KANSAS CITYAARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp & warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp & new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
**MEXICO-MEMORIAL ARPT: N/S strip west end clsd. N/S strip E end open. (10-12)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.(8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd. (5-25) Temp. bldg 50' high lctd N end of fld approx 200' E of taxi strip 34, 600 ft. N of taxi strip 7. (10-23)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
MONTANA: BILLINGS ARPT-TOWER: ILS lclzr and glide slope shut down-relctn. (11-8)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°,26 n mi at 11,000';176°-198°,17 n mi at 10,500';198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000';248°-264°, 26 n mi at 11,000';264°-317°, 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
**DILLON ARPT: 263' lgtd twr lctd 3.1 n mi WSW(259°T)at lat 45-14-44, long. 112-37-55. (11-20)
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110° 150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Fld lgts inop. (11-27)
★GREAT FALLS-RADIO: Dec 5, trans and rcvr 243.0 mc cmsnd.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

MONTANA: LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'.

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40, -70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213° 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed.

**GRANT-PANKONIN ARPT: Closed - reverted to agriculture.

KIMBALL ARPT: No fuel available.

★LINCOLN-RADIO: Glide slope relctd to 1650' SE of apch end rnwy 14, and 450' NE of centerline. Alt of glide slope over OM 2410'MSL; MM 1385'MSL. Glide angle 3.05°.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar.

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. Bcn inoperative.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360° 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways.

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt.

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30. 91/96 octane fuel not avail.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 mi W Nellis AFB at 2600'MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas.

LAS VEGAS-RADIO: About Dec 10 to Jan 11, VOR will be shut down. During this period the following arwys will not usable: V-105 Las Vegas-Prescott; V-135 Las Vegas-Needles; V-21E Las Vegas-Mead Int. V-8, 21 Daggett-Mormon Mesa MEA 10,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. About Jan 14, VOR will be shut down until approx Feb 15. During this period V-8 Las Vegas-Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 Las Vegas-Milford; V-21E Las Vegas-Mormon Mesa; V-237 White Hills Int-Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable.)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

NEVADA: SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: Oct 1, VOR shut down - modernization. During this period, following arwys will not be usable: V-6 BAM-LWL; V-32 N LWL-BVL. The following arwy will be usable: EKO-LCU via EKO 040°, LCU 239°-MEA 13,000'.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

HINSDALE-BRATTLEBORO ARPT: Closed.

NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy.

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: ATY. Lctd near Avalon, N.J.

★ATLANTIC CITY NAS-RADIO: Navy "H" fac freq 516kc changed to 532kc.

**BASKING RIDGE-SOMERSET HILLS ARPT: Elevation: 280'. Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operations.

BELMAR-MONMOUTH COUNTY ARPT: Caution-men, equip on fld during const new 8000' rnwy 14-32 - not usable on any part. Other rnwys open to civilian and military traffic.

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. VOR has moderate roughness all quads.

**HAMMONDTON ARPT: ABANDONED.

MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and night.

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

★NEWARK ARPT-TOWER: About Dec 12, PAR and ASR-3 will be shut down until approx Dec 16. Dec 8 freq 120.5 mc decmsnd and freq 120.6 mc cmsnd. FLD: 130' cranes operg in seaport area E of apch end of rnwy 29. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pattern.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side & to S taxiway both sides. Shoulders rocky & ruf. All grass areas subject to marsh conditions. Use rnwys only. Extreme ctn taxiing on W end of S taxiway & to & from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil & mil acft of gross rated take-off wt under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S of ctl twr, adj to W taxiway. Clsd to to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd all times.

NEW JERSEY: TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness.

** TRENTON-MERCER COUNTY ARPT-TOWER: Hrs opern: 0830-2330 Mon-Fri; Sat 0830-1630; Sun 1130-2130. Rcvr 3023.5 kc inop until approx Jan. 2, 1957. FLD: Acft using rnwy 24 on take-off continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. 800' extension to rnwy 16 unlgtd and unusable - men and equip. working in extension area. (12-3)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45 W. (9-13)

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational, but unreliable, on W end of rnwy 08-26 upon request. Landings will not be made in overrun area and taxiing across barrier will be held to a minimum. First 2600' of rnwy 21 clsd to all landings. (11-30)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000. Coverage in Mexico not checked.

CORONA-RADIO: About Jan. 7, VOR will be shut down until approx Feb 8. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 & 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 & 68N Corona-Roswell: V-83 & 83N Corona-Roswell. (12-10)

**DEMING ARPT: Fld lgts on request. Civilian refueling 80/87 octane. Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

**EAGLE NEST ARPT: Elevation: 8800'. (11-9)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

GRANTS-RADIO: About Jan 14 VOR will be shut down until approx Feb 15. During this period the following arwys will be affected: V-12 Zuni - Albuquerque MEA 11,000; V-190 Grants - Int Grants 054° radial and Albuquerque 012° not usable; V-192 Grants - Bernardo Int not usable. (11-8)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

**LOVINGTON-LEA COUNTY ARPT: NE/SW rnwy paved 4000'. Fld open to operns with caution - men and equip. on fld. (11-14) 1610' (6088'MSL) lgtd twr being erected 33 n mi NW (321°T) at lat 33-22-32, long 103-46-05. (11-20)

**MOGOLLON-NEGRITO ARPT: Elevation: 8160'. (10-31)

OTTO-RADIO: VOR radials usable 26 n mi.

**RESERVE ARPT: Elevation: 5840'. (10-26)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

**SANTA FE (NEW) MUN ARPT: Lgtg avail rnwys 2-20 and 15-33. Lgtg rnwy 10-28 perm. discontinued.

TRUTH OR CONSEQUENCES-RADIO: Dec 3 VOR shut down until approx Jan 17. (12-4) During this period V-19 Albuquerque - Harrington Int not usable. (11-5)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **ACCORD ARPT: 180' twr 13.0 n mi NE(50°T)at lat 41-56-48, long 73-59-55 dismantled. (11-15) 154' lgtd twr 12 n mi NE(46°T)at lat 41-56-17, long 74-01-45. (11-15)

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830-E, Mon thru Sat. only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)

FLD: Const equip. and men adj to and on W ramp daily durg hangar const program. (10-4)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

BUFFALO ARPT-TOWER: ILS glide slope relctd (but not cmsnd) to 750' from NE end of NE/SW rnwy and 400' NW of centerline. No change in glide angle or mrkr alts. (12-10)

CALVERTON-PECONIC RIVER ARPT: Hr of opern 0800-2400-E, Mon thru Sat only.

ELMIRA-RADIO: VOR has roughness in all quads. About Jan 7, VOR/DME will be shut down until approx Feb 15 - modernization. (12-11)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontinued. Rnwy avail. for emerg. use - no snow removal. (11-29)

** GLOVERSVILLE-GLOVE CITY ARPT: ABANDONED. (7-18)

NEW YORK: HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MEA. (9-21)

IDLEWILD RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Michel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular traffic pat. within 4.3 n mi radius of arpt; in lndg join traffic pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Airport; La Guardia Field, New York, and Newark Airport, New Jersey.

NEW YORK-INT'NL (IDLEWILD) ARPT-TOWER: Dec 10, ASR-3 will be shut down until approx Dec 13 - modification. (12-10) About January 10, 1957, ILS serving runway 22 will be commissioned. Lclzr freq: 109.9 mc. Lctd 475' SW end of NE/SW rnwy, #22 Elevation: 10' MSL. Inbound bearing: 222°. Ident: IWY. Glide slope freq: 333.8 mc. Lctd 300' SE of centerline of the NE/SW runway and 1248' from approach end of runway 22. Elevation: 11' MSL. MM lctd 3400' from NE end NE/SW runway. Elevation: 61' MSL. OM lctd 5.53 miles from NE end of NE/SW runway. Elevation: 75' MSL. Alt over MM 1500' MSL; alt over OM 240' MSL. (12-3) FLD: Lndgs and take-offs prohibited unless acft equipped with 2-way radio. Closed to fighter-type acft. Clsd mil acft xcpt on ofl business or flag rank or higher. Closed to motorless aircraft. Clsd to jet propelled acft xcpt prior permission of Arpt. Manager. Caution - used paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. (4-2) Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intersection with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt boundary - mrkd. New exten. taxiway temp LL from rnwy 13L-31R to taxiway E open for full operation. Mrkd by delineators. Follow enterline all taxiways (10-23) Taxiway D open between CC and rnwy 13L-31R (9-21). Exten. of taxiway CC connecting taxi J and U opened. (9-24). Relocated taxi CC between A and Z opened (10-21). Taxi O between taxi X and W opened (10-22). New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. (10-25) Temp taxi LL between taxi E and F opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp mrkd by delineators. Caution. Follow centerline. (11-30) About Dec 24, a centerline apch lgtg sys serving rnwy 22 will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. 11-13)

** NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. October 26, freq 120.3 mc changed to 120.4 mc. This corrects AIRGI vol. 11, No. 19. (12-3)

NEW YORK: NEW YORK-LA GUARDIA FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for landing acft days. Obstn and equip mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (9-28)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of mrkd-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by 2-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant. (6-22)

**NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) Three 368' rdo twrs lctd 3 mi W dismantled. (12-3)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Lndgs and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (7-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

★SCHENECTADY COUNTY ARPT-TOWER: Ctl twr hrs opern: 0700-2300 and on request. FLD: Due to non-visibility tower unable to control traffic on approach end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - landing jet acft using left hand pat at 1879' MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)

SPITFIRE LAKE: Clsd seaplane operns - xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800' Apch lgts inop. (6-8)

UPPER ST. REGIS LAKE: Clsd seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft opern in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ★ASHEVILLE-HENERSONVILLE ARPT-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd.

★CHARLOTTE-DOUGLAS ARPT-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd. FLD: ** Rnwy 11-29 perm clsd to all acft with gross weight of more than 30,000 lbs. Rnwy perm unlgtd. (12-5)

NORTH CAROLINA: ★CHERRY POINT MCAS-RADIO: Navy LFR relctd to lat 34-50-25, long. 76-48-10, approx 7.5 mi SE. Rng shut down. (12-5)

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Mar 20, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (12-5)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005° 040°-050° and 310°-325° out of tolerance acct excessive roughness and bends. (11-16)

★GREENSBORO-HIGH POINT ARPT-TOWER: Nov 30, trans and rcvr 243.0, 348.6 mc cmsnd.

★HICKORY-RADIO: Nov 27, VAR decmsnd, (12-6) About March 1, 1956, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. (11-26)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mile radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175°-290° out of tolerance account roughness and bends. (11-1)

RALEIGH DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)

★WILMINGTON-NEW HANOVER CO. ARPT-TOWER: Dec 2, trans and rcvr 348.6 mc cmsnd. (12-6) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

NORTH DAKOTA: **CAVALIER ARPT: Caution-ruf, poorly mrkd. Emerg only. (11-6)

**COLUMBUS-BONSNESS ARPT: Abandoned. (11-6)

**ENDERLIN-OEHLKE ARPT: Open to tfc. (11-6)

FARGO-RADIO: Oct 8, VOR/DME shut down until approx Jan 1 - modernization. (11-26)

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6)

**HETTINGER ARPT: NE/SW, NNE/SSW rnwys abandoned. NW/SE rnwy lgts 10PM-dawn, prior request. (11-6)

**KILDEER ARPT: Caution - very ruf and unmrkd. Emerg only. (11-6)

**MADDOCK ARPT: Abandoned. (11-6)

**OAKES ARPT: Caution - ruf and unmrkd. No wind indicator. Emerg only. (11-6)

**SPRINGBROOK-WALL: Delete from records. (10-4)

**TIOGA ARPT: Reinstated - type: L. Lat: 48-32, long. 102-54. Lctn: 2 ESE, RR N. Elev: 2240. No. of rnwys; 1. Lngst rnwy and facs: 26. Fuel: (F1). Remarks: Hazardous - stones. Use strip. Cattle on fld. (11-10)

**UPHAM-LOWER SOURIS REFUGE ARPT: For official government use only. (11-6)

WESTHOPE ARPT: Fld ruf - use with caution. (6-14)

**WILDROSE ARPT: Reinstated. Type: L. Lat: 48-37-15, long. 103-10-45. Lctn: 0.3 mi S. Elev: 2200. No of rnwys: 1. Lngst rnwy & facs: 23. Remarks: P-line WNW. (11-2)

**WILLISTON-CHANDLER ARPT: 878' (3221' MSL) lgtd TV twr erected 6.1 n mi WSW (267° T) at lat 48-08-02, long. 103-51-36. (8-26)

OHIO: ★AKRON ARPT-TOWER: Nov 19, rcvr 122.5 mc replaced with 122.7 mc. (12-3) FLD: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. (12-4)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron, Ohio acrobatic camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

APPLETON-RADIO: Nov 16, VOR shut down until approx Dec 13.

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. DME coverage 60°-150°, 35 n mi at MEA.

OHIO **CINCINNATI-GREATER CINCINNATI ARPT: 2-way radio required. Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 190° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35n mi at 2000'; 310°-060°, not checked.

★CLEVELAND-AIR ROUTE TRAFFIC CONTROL CENTER: Center freqs are: 120.5, 121.5, 243.0, 301.4, 124.3,124.7 sited locally; 125.9, 124.2 sited Warren Pa; 125.5, 284.6 sited at Buffalo. (11-29)

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory.(8-4)Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200 ft. N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Closed for season. (10-19)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules -Take-offs: Rnwy 27-turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Pnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Construction-men and equip on field.(7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt.DME coverage 150°-220°,30 n mi at 2400'. VOR has interference from 90°clockwise to 240.This area not to be used for IFR opern acct unreliable course indication during period of interference.(5-23)

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.(12-4)

DAYTON-MONTGOMERY COUNTY ARPT: Closed - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000',295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas closed.(2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44n mi; 140°-220°.35n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy closed. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc.(8-31)

**HUDSON-MID CITY ARPT: Closed - site reverted to industrial use. (10-(0

JEFFERSON-RADIO: About Dec 13,VOR will be cmsnd. Freq:115.2 mc. Ident:JFN. lctd lat 41-45-38, long.80-44-51. Elevn 894' MSL. Monitoring category (1) from Youngstown ATCS. Mag var: 4°40'W. Class: VORW. (12-11)

**LODI ARPT: Now open. (10-9)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement(max 7°)3 to 5n mi from stn 100°-190°, Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (12-6)

**MANSFIELD ARPT: Functioning two-way rdo rqrd. durg hrs of darkness. (10-25)

**NORWALK AIRPARK: Reinstated - Type: L. Lat. 41-06; long. 82-36. Lctn: 2 mi N. Elev: 690'. No. of rnwys:3. Longest rnwy & facs: 28. Fuel: F2. (10-18)

PORT CLINTON ARPT: Const 400 ft gravel extension N end rnwy compd.Caution durg wet thawing wea, extreme edges 40 ft wide extension soft in spots. Rnwy 2180 ft hard surface; 150 ft stone S end, 400 ft stone N end, approx 950 ft sod over-run beyond stone. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions.(12-7)

OHIO:**PORTSMOUTH-RAVEN ROCK ARPT: Unattended. (8-10)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. CTC Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-23, long 82-42-33.

SPRINGFIELD ARPT: Caution-controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Const in progress on 850 ft extension NE end and 950 ft SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold markings. Areas flagged. 5200 ft usable. (10-31)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

**WAUSEON-GRIESER ARPT: Now attended. (10-9)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°,26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'.(3-25) UHF/DF unreliable below 3,000' MSL all quads. (10-24)FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13n mi & below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy closed to aircarrier and ngt operns.

**GUTHRIE ARPT: 2350' MSL lgtd TV twr erected 15.0 n mi WNW(297°T) at lat 35-58-56, long. 97-41-43. (10-11)

GUYMON ARPT: N/S rnwy closed - due const. Caution - equip on fld. (10-31)

MANGUM-PONDER ARPT: Closed. (3-2)

NOWATA ARPT: Caution-NE/SW rnwy under part-time const. (9-25)

OKLAHOMA CITY-WILL ROGERS ARPT: 130' lgtd oil rig being erected 2 mi SW.(11-14)

**SHAWNEE ARPT: 193'(1373'MSL) lgtd twr erected 4.1 n mi NNE(29°T) at lat 35-24-42, long. 96-54-42. (11-14)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

★TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM.(9-14) Dec 5, trans and rcvr 348.6 mc cmsnd.FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEND-STEARNS ARPT: Closed durg winter - due snow. (12-7)

CRESCENT LAKE-JUNCTION ARPT: Closed durg winter-due snow. (12-7)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information usable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100'. Partial grading for 1500' exten N end rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from Admin Bldg to SE end of fld clsd and hazard mrkd. (11-19)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

KLAMATH FALLS-RADIO: Oct 16, VOR shut down until further notice - modernization. During this period, the following arwys will not be usable: V-25 RBL-RDM; V-122 LMT-Klamath Junction Int. (11-26)

**KLAMATH FALLS ARPT: Rnwy 14-32, usable length 10,300', 150' wide, mrkd. Asphalt paving plant and p-line installed 950' S rnwy 7-25 and 800' E of S end rnwy 18-36. Max height 45'. (11-30)

OREGON: LAKE O' WOODS ARPT: Closed durg winter - due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Closed durg winter - due snow. (12-7)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr. alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
★PORTLAND INTERNATIONAL ARPT-TOWER: Nov 28, trans & rcvr 284.6, 290.3, 307.2, 348.6 mc cmsnd. FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld.(5-2)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discontinued. (10-8)
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055, 26 n mi at 4000'.
★ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. Dec 9, freq 119.3 mc decmsnd and freq 120.5 mc cmsnd. (12-10)FLD:Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference..
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long 77-47-00; W - long. 77-49-00.
CHAMBERSBURG-SUNSET ARPT: Effec Feb 28, 1957, arpt will be closed permanently.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt.
**INDIANA-JIMMY STEWART ARPT: Formerly carried as Indiana Arpt. (10-10)

PENNSYLVANIA: JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
**LEWISTOWN-KROUT ARPT: Permanently closed. (12-7)
**MARCHAND-BRAEBREEZE ARPT: Permanently closed. (12-7)
★NORTH PHILADELPHIA-RADIO: Trans & rcvr 243.0 mc cmsnd. (12-7)
PHILADELPHIA INTERNATIONAL ARPT - SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver aprxly midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10.
PHILIPSBURG-RADIO: VOR/DME shut down. (11-5)
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
★PITTSBURGH-RADIO: Within the Pittsburgh Control Area the following freq utilization change effect 0001, Dec. 1: 120.1 mc-within the area lctd between the N edge of Victor arwy 92 SE of Pittsburgh clockwise to the S edge of Victor arwy 8 NW of Pittsburgh, including Cecil. 125.1 mc-within the area lctd NW of Cecil, Pa., between the S edge of Victor arwy 8 and the W edge of Victor Arwy 37, excluding Cecil. (11-28)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD:Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPT: 35' oil drilling rig erected extreme NW corner of arpt, mrkd.
**WARREN ARPT: Open days only - no lgts. Oil and 80 octane fuel available. No maintenance avail. FEE. (11-30)
WASHINGTON ARPT: Clsd to transient acft.
★WEST CHESTER-RADIO: Trans and rcvr 243.0 mc cmsnd. (12-7)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-engine and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. DME coverage 26 n mi at MEA in all azimuths. (11-5)

★CHARLESTON MUN/AFB-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd. FLD: All ** acft must be equipped with functioning two-way rdo with appropriate twr frequency. (10-1) Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

★COLUMBIA ARPT-TOWER: Nov 30, trans & rcvr 348.6 mc cmsnd.

FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° - out of tolerance account roughness and bends. (11-5)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

★GREENVILLE ARPT-TOWER: Nov 29, trans and rcvr 348.6 mc cmsnd.

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

★MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9) Dec 10, trans and rcvr 255.4, 243.0 mc cmsnd.

MYRTLE BEACH AFB/MUN ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)

★SPARTANBURG ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd.

SOUTH DAKOTA: ABERDEEN-RADIO: About Dec 21, VOR will be shut down until approx Feb 1. (11-28) During shutdown, the following MEAs are authorized: Bismarck-VOR direct Aberdeen LFR 3500'; Aberdeen LFR direct Watertown VOR 3000'; Aberdeen LFR direct Huron VOR 2500' (11-29)

ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20) N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

PHILIP-RADIO: VOR/DME shut down until approx Jan 15 - modernization. (12-3)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

★CHATTANOOGA-LOVELL FLD-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

★KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. Nov 13, ASR shut down until approx Dec 27 - modernization.

★MEMPHIS ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. FLD: 303' (643'MSL) ** lgtd twr erected 11.0 n mi ENE (70°T) at lat 35-07-38, long. 89-46-06. (12-1)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi at 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen int 5000';

TENNESSEE: McEwen Int to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (11-20)

**NASHVILLE-BERRY FLD: 1380' lgtd TV twr erected 6.6 n mi W (274°T) at lat 36-08-50, long. 86-49-54. (11-8) Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (9-10)

★TRI-CITY ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd.

TEXAS: ★ABILENE MUN ARPT-TOWER: Nov 28, trans and rcvr 348.6 mc cmsnd.

ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

★AMARILLO-AIR TERMINAL ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

★AUSTIN-RADIO: Dec 10, trans and rcvr 243.0, 121.5 mc cmsnd.

★AUSTIN-MUELLER ARPT-TOWER: Dec 10, trans and rcvr 348.6, 243.0 mc cmsnd. FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)

BEAUMONT-JEFFERSON COUNTY ARPT: 223' MSL lgtd drilling platform erected 26 n mi SSW (195°T), at lat 29-33, long. 94-12. Rnwy 11-29 clsd - construction. (9-19)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**CATARINA-DIAMOND H ARPT: Private fld - emergency use only. (11-26)

**CORNUDAS-MAYFIELD RANCH ARPT: Elevation: 4575'. (10-24)

★CORPUS CHRISTI NAS-RADIO: Navy VOR cmsnd. Freq: 114.0 mc. Ident: NGP. Lctd lat 27-36-02, long. 97-18-20. Variation: 9° E. Class: VORW. (11-28)

**DALLAS-HIGHLAND PARK ARPT: Use rnwys & taxiways. Poles on power line N of N/S rnwy lgtd. (11-8)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

**DEL RIO-VAL VERDE COUNTY ARPT: Type changed to "L". Prior approval rqrd from Laughlin AFB Operns to land. (11-1) This corrects AIRGI Vol. 11, Nos. 18 and 19.

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'

★EL PASO INTN'L ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. FLD: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on landing lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equipment available. (11-7) Tetrahedron uncontrollable, unreliable - not to be used as traffic direction indicator. (11-27)

FT. WORTH-MEACHAM FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown, acct severe scalloping. (11-6)

**FT. WORTH-MIDWEST ARPT: Permanently closed. Mrkd by large X - no lndgs. (11-1)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**HAMILTON MUN ARPT: Elevation: 1320'. (11-9)

**HARLINGEN-HARVEY RICHARDS ARPT: 307'(353'MSL) lgtd twr erected 4.0 n mi SE (138°T) at lat 26-09-45, long. 97-42-10. (11-14)

TEXAS: **HARWOOD-GOTTWALD ARPT: Formerly carried as Harwood Arpt. Fuel avail on emergency only.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter.

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable-roughness and scalloping. Caution in vicinity of Cleveland, Texas - intermittent interference.

HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys.

★HOUSTON INTNL ARPT-TOWER: Nov 30, trans & rcvr 348.6 mc cmsnd. FLD: 153'
** (192'MSL) lgtd twr erected 7.0 n mi SE (135°T) at lat 29-34-17, long. 95-10-29. Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement.

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution.

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling.

LONGVIEW-GREGG COUNTY ARPT: Two 40' lgtd antenna poles erected 1000 ft E of rnwys 17-35 and 500 ft S E/W taxiway.

LUBBOCK-RADIO: Nov 20, LFR shut down until approx Dec 20. Class will be SBMRLZ.

★LUBBOCK ARPT-TOWER: Nov 28, trans & rcvr 348.6 mc cmsnd. FLD: W 300 ft of E ramp open as taxiway. E 500 ft of E ramp clsd to acft for cotton storage.

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500';145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700';305°-315°, 26 n mi at 1700';315°-335°, 35 n mi at 1700';335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700';060°-125°, 35 n mi at 1500'.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority.

**McALLEN-MILLER INTERNATIONAL ARPT: Formerly carried as Miller Arpt. Rnwy 18 clsd for take-offs and landings. 165'(300'MSL) twr being erected 5.5 n mi W(270°T) at lat 26-11-20, long. 98-22-30.

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.

MIDLAND ARP'K: Mil student flying restricted from use of N/S rnwy.

★MIDLAND-AIR TERMINAL ARPT-TOWER: Nov 30, trans & rcvr 348.6 mc cmsnd.

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed.

**OLNEY ARPT: 275'(1333'MSL) lgtd twr erected 17 n mi NNE(38°T) at lat 33-35-22, long. 98-36-54.

**PITTSBURG-ATKINSON ARPT: Unicom available.

**PLAINVIEW-HALE COUNTY ARPT: Formerly carried as Plains, Hale County Arpt.

PORT ISABEL ARPT: Closed all operations - construction.

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice.

★SAN ANGELO-MATHIS ARPT-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd.

★SAN ANTONIO INTN'L ARPT-TOWER: Nov 30, trans & rcvr 348.6 mc cmsnd.

SAN MARCOS ARPT: NE/SW strip rough - caution.

SHAMROCK ARPT: Bcn and rnwy lgts inop.

**SINTON ARPT #1: PERMANENTLY CLOSED.

SNYDER-WINSTON FLD: 150'(2577'MSL) lgtd rotary drilling rig erected 2552 ft SE N/S rnwy.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

**TURKEY ARPT: Arpt type chgd to "L"-Unattended. No fuel avail. Rnwys covered with tall grass and weeds-very rough. Use at own risk.

TYLER-RADIO: About Jan 11, 1957 LF range will be converted to an H facility.

rrTYLER-POUNDS FIELD-TOWER: Nov 29, trans & rcvr 348.6 mc cmsnd. ILS glide slope out of tolerance from MM to touchdown-account of severe scalloping and roughness.

WACO-RADIO: DMEcoverage 190°-290°, 35 n mi at 2300';290°-190°, 43 n mi at 2300'--

TEXAS: Coverage over Restricted Areas 219 and 443 not certified.

★WACO ARPT-TOWER: Nov 29, trans 348.6 mc cmsnd.

**WHITNEY-LAKE WHITNEY STATE PARK ARPT: Formerly carried as Fisherman's Inn Arpt.

**WICHITA FALLS-KICKAPOO ARPT: Unicom operates daily 0800-1700C.

★WICHITA FALLS(SHEPPARD AFB) ARPT-TOWER: Nov 28, trans & rcvr 348.6 mc cmsnd.

**WINK, SITE 18, ELP-FTW: Rnwys 17-35 & 4-22 clsd ngts;rnwy 13-31 only lgtd rnwy.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

**DUCHESNE ARPT: Reinstated. Deleted in error. Type: L. Lat: 40-12, long. 110-23. Lctn: 2.2 mi NNE. Elev: 5833'. No of rnwys: 3. Lngst rnwy & facs: 51. Fuel: F2.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000';172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi.

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

★OGDEN-HILL AFB-RADIO: Effect. 0001, Nov 30 Radar departure control will be implemented and radar arrival control 0001 Dec 17.

PRICE-CARBON CO. ARPT: NE/SW runway closed - construction.

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL, 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL.

★SALT LAKE CITY ARPT-TOWER: Nov 28, freq 348.6 mc cmsnd. Effect. 0001, Dec 1, radar departure control cmsnd. Trans & rcvr 120.9 mc cmsnd.

UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040°, 35 n mi, 40° thru 50°, 30 n mi, 50°-85°, 40 n mi; at 13,000'MSL from 145° thru 155°, 35 n mi; and 275° thru 295°, 30 n mi. Course rufness exists over mtn ridges N thru E btwn 15&20 n mi.

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital 3-2311, Ext. 808)0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime(tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy closed - obstn.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000';110°-140°below 4000'; 235°-255° below 4000';255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000';344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'.

**BURLINGTON ARPT: Apch lgt sys 1500 ft long NW end NW/SE rnwy. All lgts red xcpt threshold which are green. Entire sys at rnwy elev. Controlled by CAA-cmsnd Oct. 31.

VIRGINIA: BLACKSTONE AAF: Field open to civil in emergency or prior arrangement through C.O. Camp Picket, Virginia. Frequent parachute dropping exercises involving personnel and equipment in progress. Exercise extreme caution when in vicinity. Contact Blackstone Radio for advisory information.

**COVINGTON ARPT: Type: L; Fuel on call. 2300 ft. strip available.

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to aircraft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270,-010°, 35 nautical miles at 4000'. ATCS and ranges controlled from Martinsburg, West Virginia.

GORDONSVILLE-RADIO: VOR has roughness in all quadrants. DME coverage 55°-75°, 35 nautical miles at 1500 feet; 75°-85°, 30 nautical miles at 1500 feet; 85°-130°, 35 nautical miles at 1500 feet; 130°-160°, 39 nautical miles at 3000 feet.

**GORDONSVILLE ARPT: Unicom available daylight hours. (10-1) Rotating beacon in operation. Boundary lights available on request. Runway now 2600 feet long.

HERNDON-RADIO: VOR usable distance 35 nautical miles at minimum instrument altitude Northeast quadrant. Terrain causes minor course roughness in Southwest quadrant.

VIRGINIA: HOT SPRINGS-INGALLS ARPT: Closed. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civ acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do no land short rnwys 07 or 25 acct jet abrriers. Caution - hvy civ air tfc crossing extension line of runway 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
**LYNCHBURG, BCN SITE 44, BNA-DCA: Bcn site perm discontd. (12-6)
**LYNCHBURG-FALWELL ARPT: Unicom available, (3-15)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
**MARTINSVILLE ARPT: Longest rnwy and facs: 20-S4. (10-17)
MONTEBELLO-RADIO: VOR coverage 11°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. Nov. 15, VOR/DME shut down until approx Dec 13.
**RICHLANDS ARPT: 343' (2848' MSL) lgtd twr erected 22 n mi S (194° T) at lat 36-43-07, long. 81-56-55. (11-13)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE-RADIO: About Jan 14, TVOR will be shut down until approx Feb 4. (12-11)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.
**WAYNESBORO-VALLEY ARPT: Unicom available days. (10-23)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BANDERA ARPT: Closed - due snow.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
**CURLEW ARPT: Delete from records. (10-4)
EASTON, SITE 5B, SEA-HLN: Closed due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500' 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)
LESTER ARPT: Closed - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PACKWOOD ARPT: Closed - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Clsd to ngt operns. (6-15)
**RENTON ARPT: S 1000' clsd all tfc xcpt hvy acft. Work in progress on arpt. (11-30)
RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

WASHINGTON: **SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to nonvisibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314 N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. (8-14). Threshold lgts S end of N/S rnwy temp relctd 750' N of S end of rnwy. (8-31) Hi intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
★SPOKANE-FAIRCHILD AFB-RADIO: Dec 3, RAPCON cmsnd. Transmits and rcvs: 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 335.8, 289.4, 270.6, 301.4, 275.8 mc. Rcvs 122.5 mc and 3023.5 kc. Initial opern will consist of manual apch ctl serving the Spokane area. Simultaneously Geiger twr apch ctl decmsnd. Voice call: Fairchild apch ctl. (12-4)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
★SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. Dec 3, apch ctl decmsnd. Class: C(g). FLD: Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
**WAUNA LAKE, BCN SITE 3B, PDX-GEG: Discontd. (12-4)
WHIDBEY ISLAND NAS-RADIO: Voice communs out of service. (11-6)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (10-25)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8 and 26 clsd 0700 - 1800 EST xcpt Sun. Men and equip. on rnwy. (12-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: **COLBY-ABBOTSFORD ARPT: Abandoned. (8-27)
**CRANDON ARPT AND SEAPLANE BASE: Abandoned. (9-3)
EAGLE RIVER ARPT: 800 ft S end of N/S rnwy rough, soft - unusable. Arpt closed until May 1, 1957. (10-12)
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx January 11, 1957 - modernization.
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
MADISON-TRUAX FLD-TOWER: About Dec 28, trans and rcvr 257.8 mc will be replaced by 363.8 mc. (12-5) FLD: Caution crossing highway landing runways 22, 26, 31. E taxiway N of Administration Building permanently closed to all aircraft over 10,000 lbs. Sod unsafe. Approach lights runway 36 inoperative.

WISCONSIN: MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the airport giving position and altitude. (5-10)
FLD: Standard Inst Apch Proced ILS #1, Amend #9, dated 22 Jun 56, in columns 11, 12 & 13 raise S-DN-1 ADF minimums from "400-1" to "500-1". (12-11) About Dec 30, 162' (878'MSL) lgtd twr will be erected 3.3 n mi SSW (196°T) at lat 42-53-49, long. 87-55-07. Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
**OCONTO FALLS, MATRAVERS SKY RANCH ARPT: Not open for public use - emerg use only. (10-28)
OSHKOSH-WINNEBAGO COUNTY ARPT: Use only N/S and E/W rnwys winter months.
**SEYMOUR ARPT: Elevation: 780'. (9-27)
**WAUPUN ARPT: Elevation: 940'. (10-31)
WAUSAU-RADIO: Oct 8, VOR shut down until approx Dec 15. (12-5)
WYOMING: ★CASPER-NATRONA COUNTY ARPT-TOWER: Dec 3, trans and rcvr 243.0 mc cmsnd. ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
★CHEROKEE-RADIO: Trans 122.2 mc cmsnd. (12-4)
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip sdft - clsd to hvy acft.
**JACKSON ARPT: Paved rnwy, 4-22, 100' x 6300' available. (9-14)

WYOMING: KEMMERER ARPT: Caution - reseeded and soft. (6-22)
★LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. Nov 27, trans 122.2 mc cmsnd.
**LOVELL ARPT: Abandoned. (10-4)
**RIVERTON ARPT: New construction completed. WNW-ESE rnwy 100' x 6200' available.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
★SINCLAIR-RADIO: Trans 122.2 mc cmsnd. (12-4)
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' available.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equipment on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equipment on hangar ramp. Cranes 50'-60' high operg intermittently approx 1000' off E end rnwy 9R-27L.
★SAN JUAN INTERNATIONAL ARPT-TOWER: Nov 30, trans and rcvr 348.6 mc cmsnd.
FLD: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower - caution. (6-7)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BILLINGS, MONTANA Municipal Arpt. 3612 SBRAZ-DTV BIL Procedure Number 1 Amendment No. 7 Effect: 19 January 1957.	Nibbe FM (final)	Direct	4500	N side E crs. 054 - outbnd 234 - inbnd 5200 within 10 mi	4500	238 1.3 to Rnwy 25	T-dn C-dn A-dn	300-1 400-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Within 1.3 miles. .climb to 5500' on West course within 15 miles of LFR.
	Park City FM	Direct	5200								
	BIL VOR	Direct	5200								
Supersedes Amdt. No. 6 dated 26 November 1954. Major Changes: Standardize transition altitudes and circling minimums; raise procedure turn altitude.											
PRESCOTT, ARIZONA Municipal Arpt. 5042 SBRAZ-DTV PRC Procedure Number 1 Amdt. No. 4. Effect:	Prescott VOR	014 1.5	7000	E side NW crs. 322 - outbnd 142 - inbnd 7000 within 10 mi.	6500	139 4.6	T-dn C-dn A-dn	800-2 1000-2 1000-2	800-2 1000-2 1000-2	800-2 1500-2 1500-2	Within 2.0 miles. .turn left, climb to 8000' on NW crs. within 20 miles.
12 January 1957. Supersedes Amdt. No. 3 dated 4 June 1955. Major Changes: Increase more-than 2-engine take-off minimums.											

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
GOODING, IDAHO - Gooding Municipal Arpt. Procedure #1, Amendment No. 4, effective 22 December 56: Correct AIRGI Vol II #18 dated 13 Nov 1956 by changing column 6 to read: 4300'.											
LAWTON, (Ft. Sill), OKLA. Post Army Airfield 1187 MHWZ PFL Procedure Number 1 Amendment-Original Effect. date: 19 January 1957.	Lawton VOR (final)	355 6.5	1900	E side of crs. 172 - outbnd 352 - inbnd 2700 within 10 miles	1900	352 2.3	T-dn C-dn S-dn 35 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 2.3 miles turn right, climb to 2700' returning to PFL Rbn.

VOR/DME INSTRUMENT APPROACH PROCEDURES

LA GRANGE, GEORGIA - CALLAWAY ARPT - BVOR/DME - Ident: LGC - Original Procedure. Effective 12 May 1956: PROCEDURES 1 & 2 CANCELLED 25 October 1956. Facility decommissioned.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
GREENSBORO, N.C. Greensboro-High Point Mun. Arpt. 913 ILS IGSO LOM GS Comb. ILS/ADF Procedure Number 1 Amdt. No. 4. Effect: 12 January 1957. Supersedes Amdt. No. 3 dtd. 17 March 1956. Major Changes: Changes altitudes over markers. Adds Thomas Intsxn. Raises procedure turn altitude.	Greensboro LFR	LOM	299 5.3	2000	N side NW crs. 318 - outbnd 138 - inbnd 2400 within 10 mi.	ILS 2400 ADF 1800 over LOM	2385 4.2	1140 0.5	T-dn C-dn S-dn 14 *ILS ADF A-dn ILS** ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Climb to 2300' on SE crs. ILS or 138° track from LOM within 20 mi. When directed by ATC turn left climb to 2300' on NE crs. LFR within 20 miles. No approach lights. *400-0.75 required when glide slope not utilized. **All installed components of the ILS must be operating, otherwise alternate minima of 800-2 apply.
	Winston -Salem LFR	LOM	058 8.9	2300									
	Wallburg Intsxn.	LOM	030 10.1	2300									
	Greensboro VOR	LOM	347 6.3	2200									
	Thomas Intsxn.	LOM	013 13.0	2300									
NEW ORLEANS, LA. Moisant Int'l Arpt. 3 ILS IMSY LOM MS Comb. ILS/ADF Procedure Number 1 Amendment No. 8 Effect: 19 January 57 Supersedes Amdt. No. 7 dated 16 April 1955. Major Changes: Change to nautical miles. Revise transitions and missed approaches.	MSY LFR	LOM	Dir.	1400	S side W crs. 279 - outbnd 099 - inbnd 1400 within 10 miles(Beyond 10 miles NA)	ILS 1100 ADF 900 over LOM	1040 3.5	220 0.6	T-dn C-dn S-dn 10 ILS* ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 800-2 800-2	300-1 500-1 200-0.5 400-1 800-2 800-2	200-0.5 500-1.5 200-0.5 400-1 800-2 800-2	Within 3.5 miles after passing LOM(ADF) climb to 2000' on E crs. ILS(099°) within 20 miles, or when directed by ATC use one of the following alt. missed approach procedures: Alternate missed approach procedures: within 3.5 miles after passing LOM(ADF) (1) proceed to MSY LFR climbing on E crs. to 1500';(2) turn right climb on S crs. MSY LFR to 1500';(3) turn left climb on N crs. MSY LFR to 1400';(4) turn left climb on radial 030° MSY VOR to 1400'; (5) climb on radial 060° MSY VOR to 1500'; (6) turn right climb on radial 120° MSY VOR to 1500'; all within 20 miles of LFR or VOR respectively; (7) when under positive radar contact climb to 1500'** on course as directed by ATC.
	LaPlace MHW(final) via crs. 120	W crs. ILS or 099 brng to LOM	Dir.	ILS 1400 ADF 900									
	Radar Terminal Area transition altitudes.	within 25 mi.	1500 **										
**Radar control must provide 3 mile lateral separation or 1000' vertical separation from 623' and 563' radio towers 12 miles SE of airport and from 978' MSL TV tower 16 miles E of airport.													
Caution: 409' WWL tower 2.3 miles North of airport. 452' towers 5.4 miles South of MSY LFR or 4.3 miles Southeast of airport. *400-0.75 required when glide slope not utilized.													

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(11 Dec 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BILLINGS, MONTANA Billings Municipal Arpt. 3612 BVOR BIL Procedure Number 1 Amendment Number 2 Effect: 19 January 1957. Supersedes Amdt. No. 1 dated 27 October 1956. Major Changes: Raise missed approach altitude.	Billings LFR Park City FM	Direct Direct	5200 5200	S side crs. 257 - outbnd 077 - inbnd 5200 within 10 miles. (NA beyond 10 mi.)	4700	077 3.2	T-dn C-d C-n S-d S-n Rnwy 7 A-dn	300-1 400-1 400-2 400-1 400-2 800-2	300-1 500-1 500-2 400-1 400-2 800-2	300-1 500-1, 5 500-2 400-1 400-2 800-2	Within 3.2 miles..climb to 5200' on 055° radial within 20 miles of VOR.
DELTA, UTAH Municipal Arpt. 4755 BVOR DTA Procedure Number 1 Amdt. No. 3. Effect. 12 January 1957. Supersedes Amdt. No. 2 dated 2 April 1955. Major Changes: Increase day circling minimums; add 20 mile procedure turn altitude; change missed approach.	Delta LFR	Direct	7000	W side of crs. 180 - outbnd 360 - inbnd 7000 within 10 mi. 8000 within 20 mi	6000	345 4.3	T-dn C-dn S-d S-n 34 A-dn	300-1 600-2 600-1 600-2 800-2	300-1 600-2 600-1 600-2 800-2	300-1 600-2 600-1 600-2 800-2	Within 4.3 miles..climb to 11,000' on radial 345° within 20 miles.
EAU CLAIRE, WISC. Eau Claire Arpt. 887 BVOR VDT EAU Procedure Number 1 Amdt. No. 3. Effect. date: 12 January 1957. Supersedes Amdt. No. 2 dated 10 July 1954. Major Changes: 1. Changes direction of approach & limits distance of procedure turn Col. 5. 2. New form. 3. Limits distance missed approach Col. 12.				W side of crs. 007 - outbnd 187 - inbnd 2400 within 10 mi.	1800	187 2.0	T-dn C-d C-a S-d S-n A-dn	300-1 600-1 600-2 600-1 600-2 800-2	300-1 600-1 600-2 600-1 600-2 800-2	200-0.5 600-1.5 600-2 600-1.5 600-2 800-2	Within 2.0 miles, climb to 2500' on course of 214° within 20 miles of EAU VOR. Caution: 1780'MSL TV twr. located 10 miles WNW VOR. 1350'MSL twr 2.2 miles SE of airport on direct line of NW/SE runway.
GREEN BAY, WISC. Austin-Straubel Arpt. 694 BVOR GRB Procedure Number 1 Amdt. No. 3. Effect. date: 12 December 1956. Supersedes Amdt. No. 2, dtd. 20 October 1955. Major Changes: Tower note & missed approach revised.				W side of crs. 324 - outbnd 144 - inbnd 1900 within 10 mi.	1400	144 4.6	T-dn C-dn S-dn 12 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 500-1 800-2	Within 4.6 miles, climb immediately to 2900' on rad. 144° within 20 miles. Caution: Radio tower 7 miles SE of airport 1921' MSL.
MERIDIAN, MISS. Key Field 297 BVOR-MEI Procedure Number 1 Amendment-Original Effect: 19 December 1956.	Meridian LFR	Direct	1600	S side crs. 309 - outbnd 129 - inbnd 1700 within 10 miles. (Beyond 10 mi. NA)	1200	129 2.3	T-dn C-dn S-d 14 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	200-0.5 600-1.5 600-1 800-2	Within 3.2 miles turn right climb to 2000' on radial 170° within 20 miles, 300-1 required for take-off runway 9. Air Carrier Note: Take-offs with less than 200-0.5 not authorized runways 5-23 and 14-32.
PRESCOTT, ARIZ. Municipal Arpt. 5042 BVOR DTV PRC Procedure Number 1 Amdt. No. 3. Effect: 12 January 1957. Supersedes Amdt. No. 2 dated 11 June 1955. Major Changes: Convert to nautical miles; lower more than 2-engine take-off minimums.	Prescott LFR	Direct	7000	E side crs. 325 - outbnd 145 - inbnd 7000 within 10 mi.		120 4.1	T-dn C-dn A-dn	800-2 1000-2 1000-2	800-2 1000-2 1000-2	800-2 1500-2 1500-2	Within 2.0 miles..turn left, climb to 8000' on radial 325° within 20 miles.
TEXARKANA, ARK. Municipal Arpt. 389 BVOR TXK Procedure Number 1 Amendment No. 3 Effect: Commissioning of relocated facility about 19 January 1957. Supersedes Amdt. No. 2 dated 10 December 54. Major Changes: Relocation of VOR New Approach.	Texarkana LFR	Direct	1500	W side of crs. 301 - outbnd 121 - inbnd 1500 within 10 miles.	1000	121 5.1	T-dn C-dn S-dn 13 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Climb to 1600' on radial 121° within 20 miles. NOTE: Radio Tower 565'MSL two and one fourth miles NE of airport.
TUCSON, ARIZONA Municipal Arpt. 2630 BVOR TUS Procedure Number 2 Amendment No. 1 Effect: 19 January 1957. Supersedes Original dated 18 February 1956. Major Changes: Clarifies procedure turn distance.	Gilpin FM (final)	Direct	3600*	W side of crs. 302 - outbnd 122 - inbnd 5500 within 10 mi. of TUS VOR. (Beyond 10 miles NA)	3600	254 6.1	T-dn C-dn A-dn	300-1 1000-3 1000-3	300-1 1000-3 1000-3	300-1 1000-3 1000-3	Within 0.0 miles..turn right (West) and climb to 6000' on radial 254° within 10 miles West of Mission FM. Alternate Missed Approach When Directed by ATC: Turn right and climb to 7000' on radial 302° within 20 miles of VOR. *If Gilpin FM not received, maintain minimum of 7000' to VOR.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(11 Dec 1956)

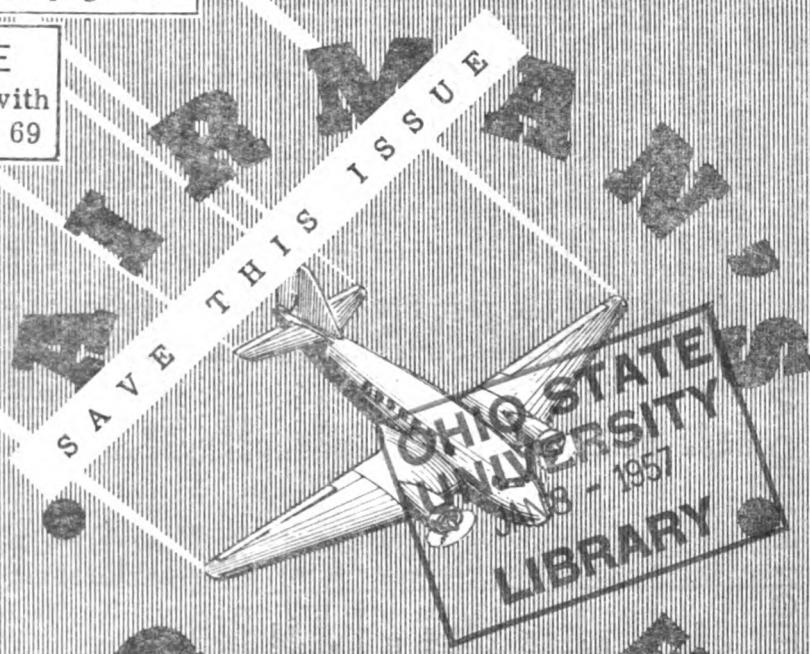
U. S. GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE
Part 620: Security Flight Rules & ADIZ Changes. See page 69.

SPECIAL NOTICE
AIRWAYS BEACONS DISCONTINUED p. 85

SPECIAL NOTICE
Inability to Comply with ATC Clearance. p. 69

AIRMAN'S GUIDE



SPECIAL NOTICE
ATTENTION, PILOTS!
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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS See page 87

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC	Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B	Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C	Control Tower, CAA
CT	Control Tower, (City, County, Private, etc.)
D	Distantly controlled

DME	Distance Measuring Equipment
FM	VHF fan marker (100 watts)
GCA	Ground Controlled approach system
H	Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH	Non-directional radio beacon (homing), power 2000 watts or more
ILS	Instrument Landing System (voice on localizer channel)
J	L/MF (200-415 kc) voice facility on other than range frequency
LFM	VHF fan marker, low powered (5 watts)
LMM	Compass locator station when installed at middle marker site
LOM	Compass locator when installed at outer marker site
LVOR	Low power VOR (with standby equipment)
MH	Non-directional radio beacon (homing) power less than 50 watts
ML	Range (loop radiators), power less than 50 watts
MM	VHF middle marker
MOR	Low frequency omni-directional range
MRA	Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL	Range (loop radiators), power 50 or more, but less than 150 watts
OM	VHF outer marker
P	Point-to-Point radio
RA	Range (adcock, vertical radiators), power 150 watts or more
RAPCON	Radar Approach Control Center.
RL	Range (loop radiators), power 150 watts or more
S	Simultaneous range, homing signals and voice.
T	Teletype
TASR	Terminal Area Surveillance Radar
TVOR	Low power VOR (no standby equipment) located on airport
TX	Principal teletype
V	Additional VHF voice feature on other than range frequency
VAR	Visual-aural VHF range
VOR	VHF omni-directional range (omni-range)
W	Without voice facilities on range frequency
Z	VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 40 cents.

PAR = Precision Approach Radar. Equivalent of Combined [illegible]
Approach - Military Equivalent of Combined [illegible]
Surveillance Radar. RAPCON = Radar Approach Control Center

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

AIR FORCE [illegible] facility.
with G.C. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during [illegible] with the nearest [illegible] traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency, unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260;109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.8	ASR	
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Runway 13R Arrival Control Gds 122.7 mc; does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 274.3, 263.0	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8	ASR	Arrival Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	265, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Los Angeles Intnl. Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6.	ASR - PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.8, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7,	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8	ASR	
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

(21 Dec 1956)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	TASR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6.	TASR	Gds: 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 257.8 263.0, 301.4, 348.6, 255.4
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 348.6 mc (on req 120.5, 124.4 mc)	TASR	Guards 122.1 mc (on req 120.5, -124.4 mc) Oper. 255.4, 301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden - Hill AFB, Utah	120.1, 12 1.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 13 7.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4	ASR	ASR apchs available to rnwys 14 and 32
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8		Departure Control

LOCATION	LOCALIZER FREQ. (MC)	LOCALIZER IDENT	GLIDE SLOPE FREQ (MC)	GLIDE SLOPE DEG. MAG.	**miles (statute)	COMPASS LOCATOR (KC)	MARKER (statute)	RADIO BEACON	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	BC-restricted
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) **(L7) - Hi-intensity Approach Lights** **W - Without voice** **BC - Back course** **BC-restricted = Not suitable for approaches**

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML		32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335		0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	FREQ. (MC)	IDENT	FREQ (MC)	MAG.	(statute)		(statute)		BC-restricted
				79	2.06	201 AR	8.2	219 HA	BC-usable 12 s mi.
PENNSYLVANIA: Harrisburg-State	109.9	HAR							
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk. (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.68	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.56	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	255.4,257.8,122,2
(1)Huntsville	BVOR	HSV	112.3V;121.5,126.3,126.7,126.18,243.0,229.4,		122.1,#
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3),#	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2,243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	(army)
Ft. Huachuca (A)	HW	FHU	410		
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5, 255.4	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)	269	118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,348.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		4 A 94 N 184 A 274 N
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	51 A 141 N 231 A 321 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		200;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc.

FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	COURSES REMARKS
			CALIFORNIA		
Chatsworth	HW	CSW	382		90 N 180 A
China Lake NAF	MRLWZ	NID	326		270 N 360 A
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2, 243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	31 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
[redacted]	[redacted]	[redacted]	[redacted]		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ	305;V	121.5,126.7,122.2,243.0,255.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	COURSES REMARKS
			CALIFORNIA		
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(21 Dec 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" (N)	HW	NKX	516		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,	3023.5;122.7,# 269.4,284.6,290.3	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael,	MH	HAP	219		
Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4,	(3),#	DME
[redacted]	[redacted]	[redacted]	[redacted]		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8,243.0,	(2),# 271.2,343.6,348.6,	
"	Center		118.9,301.4,119.3,120.1,243.0,	307.9,324.7,319.2	#
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4	391(3),#	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;254; 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,362.3	# (on req 120.5,124.0, 124.4)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 163 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6 126.18,257.8,243.0,250.2	3023.5;122.7,#	
Miami	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" "	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Petersburg Pinellas Co.	CI		317;118.3,257.8	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0,3486	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(21 Dec 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 348.6,243.0,271.2,290.8,338.2,343.6	(2),#	
"	Center		120.3,132.8,118.9,301.4,348.6,353.7,301.4,307.9,324.7,353.7,360.6	118.9,120.3,121.5,1323,243.0	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 123.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		208;121.3,121.5,126.18	(2),#	(Sunrise-2100)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5,
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5,243.0,362.3,378.8,385.4	
"	Center		1245,1209,3014,1251,123.7,123.9,124.7,124.3,119.7,250,2323,2340,6353.9,		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BH	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,348.6, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0, 257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5, 243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5, 126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	3023.5;122.7,#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3)	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2, 255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5, 257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0, 255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,530,793,1923,2473,436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),# *	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-0200Z)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0,301.4	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 554	(3),#	
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	396		
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18	0830-2330Mon-Fri;Sat0830-1630;Sun1130-2130
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;2 1.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,348.6	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2, 243.0, 255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 123.1, 126.7, 135.9 mc. e.g., (3)-135.6, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,2430,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0600-1730Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,2578	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,3198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-2300 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1)" "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,2430,2578,236.5	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburg ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;119.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 3486,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
Hickory	TVJ	HKY	V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0,257.8	30235,1227.#	
" "	UHF/DF		305.4,255.4 other freq on req		
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	CMH	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C	227	121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5,119.0, 121.5,126.18,257.8,243,269, 291.6,307	(2),#-257.8/	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),# 274.3,2630	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
(1)Jefferson	VORW	JFN	115.2 243.0		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(21 Dec 1956

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, [illegible] 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1)Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 [illegible] 3486,263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8,	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	68 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18,121.5,257.8,348.6	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,348.6	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 [illegible] 3486		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 315 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348.6,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol - - - - - See Tri-City					
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. ϕ = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2.255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2.255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486, 340.6,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2.243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 301.4,243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,2430,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0 ,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7.122.2 243.0, 255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1,121.5,243.0,126.18, 3486,119.5,257.8,307.2,312.6, 290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(21 Dec 1956)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,	(2),#,122.7 307.9,319.2,338.2,324.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0, 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 3486,284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1	348.6	
" Arpt	AC(g)		278,199,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2, 255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8	348.6,243.0	DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0	3486	DME
SanAngelo Mathis	AC(g)		272,118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),*	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4,3486	(2),*,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122 2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	AC(g)		272,119.1,243.0, 257.8,348.6	(2),*	
Van Horn	HW	VHN	353		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,1215	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 3486,121.5,257.8,243.0,250.4,305.4	(2),#	
"	Center		120.3,3014,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122 2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-DTV	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;120.7,121.5,126.18,257.8,383.8,243.0	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 275.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18,243.0 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 255.4,243.0	(3)	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.

2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.

3. When city and airport names are identical, the airport name is omitted to conserve space.

4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).

(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.

(3) All CAA intermediate landing fields.

(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)

aw -allway field

(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting

L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.

(b) "CLOSED" indicates closed to all traffic except in emergency.

(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.

(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.

(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.

(g) "Rct tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	NW;RR NE	1058	2	28-L4-(S1)	(F1)	N/S strip soft when wet. P-line N.
(PC)Alexander City, Russell	P	1.5 SW	685	2	h29	F2	3200' strip available. N, blkd.
(PC) " Municipal	L	5.5 E; hwy S	330	2	h36	F1	3800' strip available
(P)Anniston	P	5.5 SSW; hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(AF)Anniston, Talladega	L	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
Bessemer, Durham	L	2.5 SW; RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-B-L6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
(PC)Brewton	L	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Canoe, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
Clanton, Gragg	L	1.8 NE; crk S	593	2	h40-B	(F1)	ENE, SE blkd, SE end ruf. Soft-wet. Ctn-not maintained.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE; hwy W	591	2	h40-B*-L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant, rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
Elba	L	1.5 W	265	2	25-*L4		Unattended. Bcn on req.
Enterprise	L	3 W	349	2	37		
(PC)Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34-*L2-S5	F2	
Eutaw	L	2 SE; hwy N	160	2	23		
(P)Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Bcn prior req 80 oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S, E	110	1	19	F1	
(PC)Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE; hwy W	247	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak		6 S; Hwy E					ABANDONED
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW; RR NW	905	1	18		
(PC)GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
" Goodyear	L	3.5ESE; hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE; hwy NE	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE; hwy W	609	1	h24		
(PC)Headland	L	2 ENE; hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	P	3.1 S; RR E	619	2	h46-BL4-S5-U	F4	Use rnwys.
(PC)Jasper, Walker County	P	2.2 NNE; RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE; hwy W	850	1	18		
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F4	
➤ " Davis		13.5 SW					ABANDONED
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h70-BL4,6-S5-W	F4	Use rnwys.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-W	F4	Use rnwys only.
Ozark	L	2.0 SE	358	1	20		Drive-in theater S.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	762	2	20		SE, NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW; hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
Selma, Dallas	L	2.2 SW; riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S; riv NE	200	2	29		
(PC)Troy	L	5 NNW; hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW; hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N; hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W; hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)AJO	L	5 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
➤ Buckeye-Stephens	P	0.8WNW;hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended.
" , Three Point	P	1.5 NNW;hwyE	1389	4	40-L4	F3	2600' N/S strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F3	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
➤ CLIFTON-Greenlee County	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6ESE;RR 1N	345	2	h40		Ctn-access is by poor desert trail.
(PC)Coolidge, Florence	P	6.0 SE	1587	3	h56	F3	
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4.0 NE	6200	2	23		Ctn-erosions.
Dateland, Whitewing Rnch	L	13.8 N; RR S	550	1	29		
Dewey-Humboldt		1 E of Dewey					ABANDONED.
Douglas	P	2.5 E	4181	3	h41-L2,4-S5	F1	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt. 1000', NW/SE clsd acft over 30,000 lbs.
(PC)Duncan	L	2.3 SW	3878	2	35-S3		
Elfrida	L	1 SE;hwy W, N	4200	1	26		
(PC)FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion,vegetation. E blkd.
➤ " -Junction	L	1 mi SW	1900	1	53		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4750	1	34		Rolling. Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9WNW;rivNNE	750	2	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant. NE.
➤ " Stephens Ranch	P	13 mi NW	650	1	26	F2	P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3810	1	29		Surd by mtns.Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC)Hackberry	L	6.4NW;hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5241	2	48-BL2		Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6030	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1875	1	17		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5NE;RR NW	3446	3	h68-B*L4-S3	F3	
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
➤ Many Farms	L	0.2 mi E	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;rivSW	1891	3	h65		Inten trng 50 mi radius.P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling
(PC)Marble Canyon	P	0.2SW;bet hwy;riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11 SE;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip. E blkd.
➤ Paul Spur		0.7 SE					ABANDONED
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn.-Rolling.
Peach Springs	L	1.2N;hwy SE	4825	2	19		P-line ESE. Cattle-fld.Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Phoenix, International Har-vester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal S	1245	3	32-S5	F4	P-line E.
(NG) " - SKY HARBOR	P	2.8 ESE; RR N	1124	3	h78-BL4,5-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr rqrd. Rgt traffic rnwys 26R, 8R.
"South Phoenix	P	3.0 SSE; riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-down drafts. On high mesa.
Polacca	L	3.5 SW; rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL2,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
→ Round Rock	L	1 mi S	5400	1	33		Caution-soft when wet - erosion.
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE (south) blocked.
" 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N; rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Sedona, Oak Creek	P	2.0 SE	4800	1	38	F2	
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip rough.
Superior	L	2.0 WSW;hwy N	2600	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
Topock, Lake Havasu	P	19.0 SSE; riv N	490	3	60	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
→(NG)TUCSON	P	7.0 S; RR W	2630	2	h120-BL4-S5-W	F4	
" Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
→ "Gilpin	P	4.2 NW; RR W	2200	4	55-*L4-S5	F2	P-lines W,SW. NW end ruf. NW/SE strip lgtd.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	57-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE; RR N	315	2	h40		
→ White River Fort Apache	L	3 mi S	5109	1	42		Ruf - vegetation on lndg area. Surd by mountains.
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
"El Rancho De Los Caballeros	L	3.6 WSW	2750	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
"Flying E Guest Ranch	P	4.4 WSW;hwy N	2650	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W Soft-wet. Use strips.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE; wind-mill SW. Ruf.
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h96-BL4,6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical order)							

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
Alma	L	1.5ESE;rdS	420	1	17		
(PC) Almyra	L	3W	208	1	h30-S5	91	Emerg only. Dangerous Soft.
Arkadelphia, 24. DAL-LOU		1.5ENE;RR NW				F1	PERMANENTLY DISCONTINUED.
(PC)Batesville	P	3S;hwy E	464	2	h28-B	F2	P-line W.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch/holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR;hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	128	3	h35-BL4	F2	
Carlisle	L	0.5S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5	F3	Unicom days.
Cotton Plant, Overhold	P	3W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3W,RR N	200	1	26-S5	F3	ENE, E blkd. Use strip.
El Dorado	P	1.5S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
(P)FAYETTEVILLE	P	4S;hwy W	1251	4	h38-BL4-S5-W	F2	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL.-BNA	P	1 N	721	1	38-BL4-S3-W	F3	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	2	h40-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	359	3	h55-*L4-S5	F2	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	235	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Malvern, Harlas	P	2.2WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No bcn, Rnwy lgts dusk-midngt.
(PC)Mena, 41, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1E;hwy W	200	1	13		Ctn-when wet.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5N;hwy W	215	3	26	F1	
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
Prescott		2.8SW;RR SE					ABANDONED.
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8NW;hwy N	200	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	L	2.8S;hwy E	253	2	25		Caution when wet.
→ Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	1	26-*L4	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	275	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	P	1.5W;hwy N	215	2	17-S5	F3	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
" Farmers	P	3.2 W;hwy N	210	1	26-S3	F3	Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11WNW; lk N	2865	4	h37-S3	F3	
" Sun Hill Ranch	L	13.1NNW;hwy E	2950	1	23	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds. Too soft for use-wet weather.
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5NW;RR,hwyS	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling. Soft when wet.
(P)ARCATA	P	7.6NNW,oceanW	217	2	h60-BL4,6,7-S5-W	F4	Rgt tfc rnwy 13.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
Atwood	L	0.6W;RR,hwyN	235	1	15		Use at own risk.
(PC)Auburn	P	3.8 N; hwy 1W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F2	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4NNW; RR W	515	3	h59-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW; tk-off SSE. Surd by mtns. Ruf.
Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.9WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE;hwyNW	5280	1	34-B-W		P-line NNW. Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W; hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Bonsall, Shearer's Ranch	L	4.6ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW. Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, J3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3NNE; lk N,W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5WNW; RR S	764	2	h60-BL4,6-S5-W	F4	Fee when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft. 925' ext on rnwy 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5WNW;hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
Calistoga	P	0.2 ENE; RR S	365	1	h23-S1	F2	Rft tfc WNW. P-line WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
Centerville, Center	P	2.1SSE; hwy N,W	40	1	20-(S1)	(F2)	P-line WNW. Atnd wk-ends only.
Chester	P	1.5SSW;hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(PC)CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2WSW;hwyNE	173	1	22-*L4-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h62		Rgt tfc to E, NE. Ctn F86 & C47 acft operg in vcnty. Taxiing on rnwys.
Chowchilla	L	0.8SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Clarksburg, Borges-Clarksburg	P	2.4NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N; hwy E	714	3	h52-L4-S1	F2	
(PC)Columbia	P	3.4NNW; hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
Compton	P	1.5SW;hwysE,W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5NW;hwys N,S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Baldwin	L	2.7NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2SE;RR,hwyW	205	1	29-L*L3-(S1)	(F3)	Twr NNW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC) Corning	P	1.3NE; hwy W	300	1	24-B	F2	
Corona, Thursby's	L	1.3NE; RR S	626	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW; crk NE	1418	2	30		Hill WNW, Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW,ocean W	56	2	h50-BL4-S2-W	F2	Ctn rocks end rnwy 33.
Creston	L	1.5SSW	1200	2	16		SSW blkd.
Culver City, Hughes	L	3.6 SSW, RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
" University	P	2.4WSW; crk S	65	3	h37-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley Jct, Amargosa	L	0.7 W; hwys E,N	2037	1	23		Rgt tfc N.
(PC)Delano-Kern Co. #3	P	1.5SE;RR,hwyW	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1NNE;riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE;hwyNW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-B	F2	Ctn-weeds, holes
" Gallisoa's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	L	1.5SSE;hwy W	100	1	h39		Rgt tfc SW.
(PC)Dunsmuir,Mott,25B,FSO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd, winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8SE; hwy SW	275	1	16		
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-BL3,4-S5-U	F4	Rft tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
" -County	P	3.6 ENE; hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fair Oaks-Phoenix	P	3.5ENE;riv E,S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3 S; RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills	P	1 N; hwy E	3300	1	h33	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW; ocean W	65	1	h24		
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW; rd E	2726	1	38	(F1)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5	F3	Rgt tfc rnwy 11.
(PC)Franklin	L	5.5 SSE; RR W	21	4	h35		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S,E	331	2	h71-BL4,5,6-S5-W	F4	Rgt tfc rnwys 11 & 7. Use rnwys.
" -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5NW;canal NE	300	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32-*L	F2	Hi-voltage p-line SE end strip, unlgtd, SE blkd.
(PC)Fullerton	P	3.0 W;hwy S,N	93	1	21-BL4-S5	F3	w/caution. Entire fld clsd to hvy multi-eng acft.
Furnace Creek	L	2.0 NW	-211	1	h45		N 1200' clsd, hazard mrkd, S4500' open lgt acft day.
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gasquet	L	1 W; hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE. NW SE strip not maintd.
Glen Ivy Hot Springs, Glen Ivy	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" MacBoyle	L	2.7 E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	245	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W; hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE, Rnwy 10R-25L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	225	1	23		

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CALIFORNIA

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW; RRSSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		Closed
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8SE; ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P)IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
Independence	P	0.9 N; hwy W	3926	2	28-S1	F2	Rolling.
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8ESE; hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S3	F2	
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24		W end soft. Mtns. E. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13 *	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE; riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8NNE; riv S,W	25	1	h16-S5	F3	
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19		
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2SE;hwy 1.2N	480	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S; rd W	275	2	22-S5	F2	P-line SSE. E/W rolling. Rgt tfc ESE.
" Sweetwater	L	4.8SSW; hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	NW blkd. P-line W, SW. Soft in spots.
" Sterks Ranch	L	2.6 ENE; hwy S	2361	2	21		P-line W. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		
(PC)Lemoore	L	9 SW; hwy N	245	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8SW; hwy NW	2350	3	31-*L4-(S1)		Soft. Weeds on N/S strip.
(PC)Lincoln	L	3.6WNW; hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE; hwy 1.5W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6SSE; RR W	65	1	18		N, S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW; riv S	350	1	23-S3	F2	
" -Sky Ranch	P	1.2WNW;hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	54	1	30	F2	P-lines E, W.
(PC)Lompoc	P	0.6N; riv I N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail - use with caution.
Lone Pine	P	0.8 S; hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W. N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
(NG) " San Fernando Valley	P	17.5 NW; RR N	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rgt tfc rnwys 26, 34.
(PC)Los Banos	P	1.2 W;hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills Kern Co. #9	L	0.6 NE;hwys S,W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
(P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW; hwy 1NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE; riv W	40	1	14		
Middletown, Larry's	L	2.5WNW; hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S; RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)MONTEREY PENINSULA	P	3.4ESE; bay NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1ENE; rd S	1137	1	22		P-line E.
(PC)Napa, County	P	5.5 S; RR E, S	36	2	h59-BL4-S5	F3	
Napa Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1SSE; riv S	8	2	23-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h58-BL4-W		91,100 oct avail emerg.
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW;rds S,E	3060	2	26-(S5)	(80)	No storage. NW blkd. Rolling. Soft-wet.
New Cuyama	L	0.4 S; hwy N	2225	1	40		
North Sacramento-City	L	1.2 N; RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6NNE; RR W	1	2	30-(S3)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8ESE; RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan	P	5 S; hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Large acft
Oakland International							use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4WNW; hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE; riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	L	3.5WSW; RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E; hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		Clsd winters. FEE. Lnd, take-off S on N/S strip.
" Grant's	P	1.8 SSE; hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8WSW; riv E	8000	1	25		
" Tunnel USFS	L	16.5WNW; riv S	9100	1	18		Land and take-off to SW.
(NG)ONTARIO-International	P	1.5E; RR N,S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc rnwys 3,7
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.8NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Oxnard, Broome Ranch	L	8 SE	15	1	10	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-hi performance jet acft operg in ctl zone.
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	L	1.2 NW; hwy SW	215	2	30	F1	W blkd, E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5E; dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N and NW.
(PC)Palo Alto	P	2 ENE; bay I E	2	1	h25-S5	F2	Ant. SSE, p-line S, WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5NE; hwy 1.5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W; rd S	168	1	26-*L4-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma-Sky Ranch	P	2.3 NE; rd NW	78	1	h21-*L1-S5-U	F2	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.7 SSE; RR E	14	1	h23-S1	F1	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h20-(S1)		
Placerville, El Dorado Co.	L	1.5ESE; hwy 1 N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW; hwy S	1850	1	40		Use strip. P-line each end - ruf, E end soft.
(PC)Point Arena-Hotel	L	2 NW; hwy E	80	1	13		Ruf.
Pomona Brackett	P	3 NW;hwys N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW; hwy 1 N	444	2	h60-BL4-S3-U	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	h31-*L4-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6WSW;hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	L	0.2 N; RR SW	5300	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7SSW; crk N,S	354	2	h40-BL4-S1-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE; rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
" Sky Ranch	P	5 S; canal E, N	488	2	29-S5	F2	
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	26-L4-S3	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
Reedley, Great Western	P	5 N; RR W	361	1	22	F2	Rolling. Rgt tfc N, avoid flgt over school.
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S; hwy S	1100	1	h32-S5	F2	P-line ENE, WSW. Clsd Sundays - races.
Richvale	L	1.5 WNW; RR E	112	1	25		
" LaMalfa	L	3 ENE; hwy S	115	1	20		P-line S8E. Soft when wet.
Ridgecrest, Davis	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line ENE.
Riverside, FlaBob	P	2.3WNW; riv SE	760	2	37-L1-S5	F4	2000' pavement avail.
Riverside	P	4.5WSW; RR W	790	2	46-*L4-S5	87	FEE for lgts. Rolling. Bcn on req.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2413	1	26-S3	F2	No storage.
" White oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford Inglenook Rch	L	1.5WNW; rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5SSW; RR W	21	3	h60-BL4,6-S5-W	F4	
" Capitol Sky Park	P	3.5WNW; RR N	15	1	30-S5	F2	Use strip.
" Jensen	L	4SSW; RR W	20	1	17-S5	F3	Rgt tfc S. Unlgtd ant. N. Soft-wet. S blkd.
" Sky Ranch	P	4.6SSE; hwy E	26	2	23-S3	F2	P-line S, NE.

k-paved rnwys. R rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(P)SALINAS	P	2.8 ESE; RRSW	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
San Ardo	L	0.6 NW; RR E	450	1	20		Use at own risk.
" #2	L	5.6NW;RR NE	400	1	23		Caution-weeds.
➤ San Bernardino	P	4.7NNW;RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
San Carlos-San Mateo Co	P	1 NNE	6	2	h25-S4	F2	8'levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W; bays S,W	15	2	h87-BL4-S5-W	F4	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY.
(PC) " Montgomery	P	7 NNE; hwy W	423	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5, 10.
" Pike's	P	4.8WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F3	Rgt tfc ESE.
San Fernando	P	1.5 E; hwy 1 SW	1168	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NNE, SSW. Rgt Tfc NNE.
(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	11	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat. NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E; rd W	114	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW,SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N; RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " COUNTY	P	3 SSE; hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	P	1.5WSW;RR N	540	2	21-S5	F2	Rgt tfc ENE. P-lines ESE.
" Valley	P	1 W; RR N	550	2	20-S1	F2	Rgt tfc N. Caution weeds on strip.
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
➤ Santa Maria, Hancock	P	1.1SE; RR N	236	3	h33	F4	P-lines W, NW, SW. Rgt tfc E, ESE. 3800' strip avail. NW/SE strips not maintd. NE/SW strip clsd.
" Machado	P	2.2 N; riv N	230	1	27	F2	W blkd.
➤(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S3-U-W	F3	
(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
➤ Santa Paula	P	0.8 S; riv S	240	2	21-*L4-S5	F2	Rgt tfc to S. 91 oct avail on req.
Santa Rosa	L	2.8NNW;hwyE	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW; RR 1 E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S; RR N	965	1	18-S1	F1	W blkd; hills S, E; Rgt tfc N. Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	F1	
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rdsE,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
Selma	L	2.3 E; rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat, to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	E, W blkd. Clsd Suns - auto races.
(PC)Sonora, Columbia	SEE: Columbia, Columbia Airport						
South Belridge, Belridge	L	0.8 NNW;hwyE	575	1	38		
➤(P)STOCKTON	P	4 SSE; hwy E	28	3	h46-BL4,6-S5-W	F4	
➤ " Oranges Bros.	P	5 N; RR E	23	1	h20-L4-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwyNW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Trauger	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunset Beach	P	2.0 E; ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	873	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4,S1-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;rivS,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
(PC)Tracy	P	3.5SSW; RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	L	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE; dry lk S	1716	1	60-B*L2		Rolling.
Tulare	P	3.7SSE; hwy W	270	1	21-S1	F2	
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE; hwy SW	4048	1	35		
Turlock	L	4WSW;RR SW	78	1	20		Edges soft.
" -Municipal	L	9 E; hwy N, W	160	1	h33-S1	F2	
" Roe		7.8 S; riv S					ABANDONED
Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N. Rnwy rstd to acft in excess 24,000 lbs.
Upper Lake, Gravelly Valley USFS	L	20 N; lk I S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE, WNW; take-off SSW, ENE.
" Polk	L	0.6SE;hwysN,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	23	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F3	Rgt tfc SE.
Vidal	L	1 SE; hwy SW	590	1	29		Emergency only.
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwys.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
" Dinuba	L	8.5NNW;RR 1 NE	310	1	h25		
Walnut Grove	P	2.4SW;riv W	SL	1	26-S1	F2	
Warm Springs	L	2.3SSE; RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5-W	F2	Ben prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8NW;Sea adj	-152	2	31		CLOSED, except on ofl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwyW	546	1	24		SSE blkd.
Williams, Dalton	P	1.3NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
" Watts	P	5.5 W; hwy E	121	2	h27-*L1-S5	F2	P-line ESE. 3400' strip avail.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
NEW AIRPORTS (for airports out of alphabetical order)							
➤ Upland Cable-Claremont	P	1.8 ENE;hwy S	1450	3	h21-*L4-S5	F3	ENE blkd. 3350' strip avail. Ben on request.
COLORADO							
➤ Akron, Ward	P	0.7 N	4600	1	28-*L4-S1	F2	P-line S, E.
➤ " 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E. Ruf.
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	2	h59-BL4-S1-W	F3	Unlgtd 1120' overrun
Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	2.7SSW;hwy 1.5N	7730	3	58		S blkd.
➤ Boulder	P	3ENE;bet RRs	5350	4	42-BL4-S5-U	F2	
Brush	L	2.7ENE;hwys W	4280	3	35	F1	S, SSE, W blkd. Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
Calhan	L	0.6ESE;hwy N	6500	1	22		Use at own risk. Ctn-ditch S. Cattle-fld.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5436	2	h54		
Center	L	65WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf. Soft when wet.
(AF)Colorado Sprgs, PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
" Pine Valley		9.2N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC) Craig	P	2 SE; riv N	6197	1	56-L2-S5	F1	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.
Crested Butte	L	0.8 SE	8800	1	27		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➤ New or revised data U-UNICOM (122.8 mc) (See Airport Legend Page) (21 Dec 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S. N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC) Delta, Starr Nelson	L	4 E; RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10NNW; hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
(P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. Rdo rcvr rqrd. Land W numeral 26L Acft avoid flgt vcnty jail lctd 4000' NE apch end rnwy 21.
Dove Creek	L	0.6 E; hwy W	7000	1	44	(F1)	P-line SW.
(PC) Durango-LaPLATA	P	10.6SE; riv NW	6684	1	h56-BL4-S5	F4	SW end soft, ruf.
Eads	L	1.3WSW; RR N	4250	2	35		Ruf. Emerg only.
" Freeman	L	10 SSE; hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Eaton-Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E; dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE; riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC) Ft. Collins, Christman	P	4 WNW	5160	2	h40-BL2-S5	F3	Use strips.
Ft. Morgan, Young	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes.
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC) Granby	L	1 ENE; RR S	8203	1	40		
(P) GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4, 5-S5-W	F3	
(PC) Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F2	Keep alert for dusters during summer months.
(PC) GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
"Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE; riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf, Emergency only.
(PC) Hugo	L	1.5 NW; hwy W	5128	3	40		
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW; hwy S	4290	3	35		Cattle on fld. Use strips.
(PC) Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P) LA JUNTA	P	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW; riv 1 N	3673	3	42-BL2-S3	F1	N blkd; p-lines SW, W. Ruf.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE; hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5516	1	26-*L	F1	N blkd. Rolling. Land, take-off N.
(PC) Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC) Loveland	P	2 WNW; hwy S	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LIUS VALLEY	P	6 E; hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC) MONTROSE COUNTY	P	1.5NNW; hwy SW	5758	2	h56-BL4-S5	F1	P-line SW. NE/SW Strip soft when wet.
Norwood	L	3 NE; riv E	7000	1	27	(F1)	Rolling. Unattended.
Nucla	P	2.3 SSW; riv 1 S	5910	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
(PC) "- #2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW; RR NW	6000	1	30-S1		Soft when wet.
(P) Pueblo Memorial	P	7 ENE; hwy S	4725	2	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW; hwy S	5500	1	44		
" - Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW; canal N	4370	2	28		P-lines NW; hill SE.
Saguache	L	2 WNW; hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W; RR S	7484	1	38-(S5)	(F1)	Ruf. Steep grade on W.
San Acacio, Lyckman Ranch	L	5.3 SW; hwy N	7710	4	74	F1	Soft, ruf.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N; hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	25 NNW; hwy NE	6920	2	34		Unsafe when wet.
(PC) Sterling-Logan County	P	2.8 W; RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
Stratton		1.3 NE; hwy S					ABANDONED
(P) TRINIDAD	P	10.5ENE; riv NW	5761	2	h55-BL4-S3-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC) Walden-Jackson County	L	1.5NNE; hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable. Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N RR; hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy S	5500	2	26		S blkd; p-line W. Rolling.
" East Colfax	P	2.7WSW; hwy N	5650	2	30-S1	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW; hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Ansonia	L	1.6 ENE	440	1	18-(S5)	(F2)	
Bethany	P	1.3 N	680	1	28-*L2-S3	F1	500' N end slopes sharply.
(P) BRIDGEPORT	P	3.5ESE; hwy 1 N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC) Danbury	P	2.5SW; RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5	F4	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC) GROTON, Trumbull	P	2.8SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
Hartford, Brainard	P	2.8SE; riv E	18	3	h47-BL2,3,4&5-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE Rnwy 15-33 permclsd.
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4SW; RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC) NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
New Milford, Candlelgt Farms	P	3.0 W	650	1	21	F1	
Pachaug	L	1.4 E	204	1	25-*L4-S3	F1	
Plainville, Robertson	L	2.5N; RR E	200	1	21-*L4-S5	F1	
Simsbury	P	2.6NNE; RR W	210	2	18-S5-U	F3	
S. Woodstock, De Florez	L	1.2SSE; hwy W	465	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW; RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N; hwy N	60	2	19-*L4-S5-U	F3	SE blkd. Ridge NW.
(PC) WILLIMANTIC, Windham	P	2.7NE; hwy SE	244	3	h43-S3-U	F2	Dike NE.
(NG) WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4, 5, 6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
DELAWARE							
Bridgeville	L	1.7SE; hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	L	2.2 N	37	3	24		P-line SW.
(PC) Georgetown, Sussex Co.	L	1.5SE; RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW; rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW; hwy S	30	3	21		Unattended.
Milford	P	1.1NNW; hwy E	35	2	24-*L4-S5	F3	ESE blkd.
New Castle, Bellanca	P	1.5W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip. Soft-wet. Rgt tfc NE.
" Biggs	L	1 NW; RR E	60	3	21		SE blkd. P-line NE. Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W; hwy N	28	4	38-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E; riv N	20	1	18-*L		
" Ewing	L	3 SSE; hwy E	50	1	16		
" Lakeside	L	1 S; hwy E	45	1	18		S blkd. twr, Philadelphia rdo only.
Wilmington, Du Pont	P	3 WNW; hwy S	185	2	29-BL2, 4-S5-U	F2	SSW blkd. Lgts to 2300 prior req ctc NewcastleCo.
AF, NG) " NEW CASTLE CO.	P	4.8SSW; hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W; rd SE	45	1	21-S3		WNW blkd; p-line ESE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
DIST. OF COLUMBIA							
(AF, N) WASHINGTON NATIONAL	P	2.2S of Monument	16	3	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 9-27 perm clsd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Allenhurst, Haulover Canal	L	0.5 N; hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE; rd W	60	4	33		
Atlantic Beach, Bull	P	1 NW; ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnwys.
(P)Bartow	L	5.5 NE; RR NW	124	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
Belle Glade- State	P	1 NNE; hwy W	17	2	24-S5	F1	W blkd. Soft when wet.
Bradenton	P	1 SW; hwy E	22	2	34-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW; RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E; lk SW	34	4	h50		Cattle on fld. Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W; hwy 1S	20	1	h40		Use rnwy.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Tower S. Use rnwy. Unattended.
Chipley	L	1.8 SE; RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h30-L4-S5-U	F2	Use rnwy.
Cocoa	P	2.1 ESE; riv E	4	1	43-BL4-S5	F1	
Crestview	L	2.5 N; RR E	274	1	33-BL4-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE; hwy W	7	1	30		
(P) DAYTONA BEACH	P	2.8 SW; hwy N	34	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	L	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW; hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW; bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW; RR SE	14	4	h40		Caution-not maintained. Use rnwys.
" Bradley	P	2.8 N; RR W	9	1	h26-S5	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW; RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY. Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE; RR E	19	3	27-B-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC) " St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F3	Use rnwys.
" Stengel	P	4 WSW; lk E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds. P-line N.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
Hollywood		1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5	F4	Use rnwys.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3ENE; RR W	20	3	h50-BL2,4		
(P)Jacksonville, Craig	P	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6.3 N; RR W	52	4	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
" Mile Branch	P	11 SW	62	2	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW;RR W	196	3	h50-S3	F2	Use rnwys. 11-29 perm clsd.
(P)KEY WEST, International	P	2.3 E; ocean S	4	3	h48-*L-S3	F4	ARPT OF ENTRY. FEE. Use rnwys.Rnwys 3-21 &
(PC)Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	0700-1730 concentrated flying of AF-16 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnwys.
(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwy.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail after 2400.
(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC)Leesburg	P	4 ENE;lkSE, NW	67	2	h50-BL2-S5		Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N, Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h30-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo rqrd. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW;RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	20-S5	F3	Acft higher than 600 hp prohibited.
(AF)"-INTERNATIONAL	P	5.0 NW;canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT. OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR. BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N,W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S,W. blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Minneola, Kerlin	L	0.5 NE;hwy W	100	2	16		Unattended.
Mount Pleasant	P	1.0 W	301	1	22	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	L	2.5 NW; RR S,E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF)ORLANDO	P	2.5 E; lk S	115	5	h55-BL4,6-S5-W	F4	Rnwy 10L-28R perm clsd.
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5	F1	E blkd.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC)Palatka, Larkin	P	3 NW; RR N,S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park		3.5 NNE;hwy E					ABANDONED
(PC)" FANNIN	P	3 NNW;bay NW	14	2	h49-BL4-S5-W	F4	Use rnwys. Unattended 2300-0600C.
" Skyland	P	0.2 W; RR N,E	12	1	19-S5	F2	P-lines N,S. N end soft. Rit tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC) Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW;RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-BL4-S5-U	F4	Use rnwys.
(PC) Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy		2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St. Augustine	P	2 NE; hwy S	10	3	h50	F3	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC)" PINELLAS CO. INTNL.	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG)St. Petersburg, Whitted	P	2.5E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd, Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-U-W	F4	
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9NNW; riv NW	250	2	26-S3	F1	Surrounced by trees.
(P)" DALE MABRY	P	3 W; RR S	70	3	h52-BL4, -6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys.
(PC)Tampa, Hillsborough Co.	L	7 NNE;riv 15 S	67	3	h50		CLOSED-LEGALLY, Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4,5,6-S3-W	F4	ARPT OF ENTRY, Rdo rcvr rqrd, Ctn-lndg N, NW; hwy dfe S.
Tarpon Springs	L	2WNW; gulf W	12	2	20		INACTIVE.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P)West Palm Beach, Palm Beach County Park	P	7.5SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC)Williston	L	2.2SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC)Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Ben prior req/circling. Use rnwys.
		NEW AIRPORTS (or airports out of alphabetical order)					
Clewiston, Sugarland	P	1.0 SW	18	3	30-S3	F1	P-line N, NE, SW- trees NW.
Longwood, Slade	P	2 mi W	110	1	26-S5	F1	P-line S.
					GEORGIA		
Adel, Cook County	L	1.3W;hwy N	227	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys, P-line W. E/W rnwy clsd ngts air carriers.
" Pine Knoll Lodge	L	11.5WSW;RR S	196	2	30		SW blkd.
(P)Alma, 43, MIA-ATL	P	2.5W;RR N	200	2	43-BL4		P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	52-S5	F1	No sto,Slick-wet,Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnwys.
(P)ATLANTA	P	8S;RR N	1024	5	h78-BL4, 6, 7-S5W	F4	FEE.Clsd HB,VHB acft.Trans AF acft use Dobbins Fld.Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F3	
(P)AUGUSTA, Bush	P	7.3SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W;RR S	424	3	h41-BL4-S3	F4	Embank.W. Use rnwys, N/S rnwy clsd.
(P)Bainbridge	L	6.5NNW;hwy E	141	3	h50-B*L4-W		AF primary contr school.Use rnwy,Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd; p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-L4	F1	P-line NE. Trees SW.
Cedartown, Waters	L	1.2 W;hwy E	798	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31	(F1)	
Cochran	P	5NE;riv E	324	2	21-B*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd. Rct tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE;RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys. Caution-due unlgtd trees in apch areas.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Lgt acft only - rolling. to rnwy 5, approx 1000' of rnwy unusable. No ngt lndg rnwy 5, no ngt tk-off rnwy 23.
Conyers	L	1S;hwy E	750	1	20		P-line N. Ruf.
(PC)Cordele	L	1.8NNE;RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4NNW;lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7ESE;riv NE	700	2	21		INACTIVE.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC)Darien, Edenfield	L	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	20-B-S3	F1	
Ellaville, Gill's	L	1.E;hwy N	565	1	16		INACTIVE. N blkd. Land from S to N, take-off from N to S.
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	BL4, 6	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S1-W	F1	
Lithonia, Gunn	P	3.3 WNW;hwy S	960	1	h21-S3	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4, 6-S3-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd, P-line NE. Do not lnd SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SE strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd. P-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW; RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF basic contr. school-student trng 25 mi radius. Lmtd svcg, facs trans mil acft 0800-1700 Mon-Fri 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h84-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed.
Smithville, M. Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W strip clsd-p-line W. end.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
(PC)Statesboro	L	3.8 NE;hwy W	182	3	h53		S blkd; twr W. Use rnwys.
Stockbridge, Bellah	L	4.ENE;dam SE	750	aw	21		Unattended.
(PC)Swainsboro, Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE. E blkd. Cattle on fld. Deep gully W end. Lgt acft only. Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau	L	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E, NNE blkd; p-line SSW. UNICOM-req. Servcg, fuel on call.
(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Wadley, Foster	L	3.0 E	250	1	30		
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys. (CS)
NEW AIRPORTS (or airports out of alphabetical order)							
IDAHO							
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	L	2NE;RR NW	4404	1	38		Ctn-weeds, ridge of dirt SE edge
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2SW;hwyNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1WNW;rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
AtomicCity, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet.
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf.
Bancroft	L	1.2E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W ofForney	3710	1	19		CLSD WINT. Land to N; take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take off NNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW;RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N;rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW;RR2W	2858	3	h80-BL4,5,6-S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfc NW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Campbell Arpk	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5NW,Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENEPierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
Centerville	L	0.9 NNE, crk E	4000	1	15		Ctn-2' gully across strip approx 700' from SW end. CLOSED WINTER.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter. E/W strip unusable.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5S;bet rd,crk	5200	1	36		Maintd June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4NE;RR S	2850	1	26-*L1		P-line S. Skis Nov-Apl. Ngt lndgs S. Soft when wet.
(PC)Emmett	L	2.6SW;RR NW	2350	1	24		Use strip. Soft when wet.

F-fuel octane. ➡ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IDAHO		
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd.
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2536	1	32		
(P)Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F3	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)HAILEY, Friedman	P	1.1SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-Off to SW. Open May-November.
(P)IDAHO FALLS, Fanning	P	2NW;riv E	4731	2	h51-BL4, 6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15SE Stibnite	4662	1	23		Land NE; take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr. -Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500'usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd; hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont bet crks	2990	1	28		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5NNE Red Riv HotSprings	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch watch for tfc. Open Apr-Nov. NE, SW blkd. P-line NNE. Cattle on field.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
→ Mountain Home	L	1.8W;RR NE	5161	1	38-L4	F2	4800'x2500'aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5N;hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S3	F3	Use ctn. Ridge WNW, ESE. Rgt tfc lndg SE. Ruf.
Paris, Bear Lake County	L	3.3ENE;rdS	5928	2	h57-B		Ctn-fowl on fld. Fuel, repairs on call.
Parma	L	0.6SSE;RR NW	2225	1	26		P-line NW. Rgt tfc to S.
Patterson, Ima Mines	L	0.8S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks.
Payette	P	2NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
(P)POCATELLO MUN	P	8.1 WNW	4448	3	h83-BL4, 6-S3-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-L4	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3NE;riv WNW	1800	1	25		NNE blkd;mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19NE Big Crk Canyon	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SSE;RR NW	4966	1	39-S5	F2	Soft when wet.
' Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" River	P	1.2S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2126	1	h32-L4-S1	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IDAHO		
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line Nr. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf. Jon fld.
Spirit Lake	L	0.7W;RR NE	2500	1	22		Hills NW, SE. Ctn-debris; rd crosses strip. Cattle
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW; tk-off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet. When wind permits land upstream WSW; tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5500	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
		NEW AIRPORTS (or airports out of alphabetical order)					
					ILLINOIS		
Alexander, Negus	L	2.8WNW; RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW; hwy E	750	2	22-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	2	h28-U	F3	N, S, W blkd.
Beardstown, Hood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
Benton	P	1.5 NW	445	3	26	F2	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F3	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale, Murdale	P	4 NNW	408	3	h36-BL4-S5-U-W	F3	4200' strip avail.
Casey	P	0.8 NW; rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town.
Centralia	P	1.5ESE; rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft-wet.
Champaign	P	2 NNW;hwySW	753	3	23-*L-S5	F3	S, NW blkd; p-line W.
(PC) " UNIV. OF ILLINOIS	P	5.5SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR1NW	690	2	26		Unattended.
Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
→ Chicago, Elmhurst	P	17WNW;hwy S	709	4	30-L4-S1	F3	SW blkd. Ant. S, twr E. Rgt tfc all take-offs & lndgs S/SW rnwy.
" -Hammond	P	24.6SSE of Loop	615	4	32-BL2-S5-U	F3	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	800	4	28-S5	F4	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
" Stinson	P	13.1WSW;Quarry S	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	Sunrise to 2200. Rgt tfc N, FEE. 2-way rdo rqrd ngts.
AF,NG" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts.
" Pal-Waukee	P	2INW; RR W	642	4	h29-BL4-S5	F4	No 91 octane.
Chicago Heights Governor's	P	5WSW; hwy E	750	2	29-S5	F3	E blkd. Rolling.
Clinton	L	4.8NE; crk N	720	2	15		
Compton, Bresson	P	5 N; hwy E,S	800	1	26-S3-U	F2	S blkd. No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S; hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.3SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermilion Co.	P	4.8NNE; RR E	687	3	h40-B*L4-S5-W-U	F3	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F4	
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	786	1	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6S; RR W	585	2	30-S1	F2	S blkd. Road crosses E/W strip.
Elgin	P	2.3 N; riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy lt. Rolling.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
Freeport, Albertus	P	3.5 SE; RR S	840	3	h23-S5-U	F2	S blkd.
Galesburg	P	1.7NW; hwy E	788	2	h27-B*L2, 4-S5	F3	P-line E. Rgt tfc take-off SE.
Gilman	P	1.2NNE; RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6NNE; RR E W	499	1	26		Unattended.
(PC) Harrisburg-Raleigh	P	5.2 N; hwy E	399	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3WSW; hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6NE; hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE; lk E	625	1	24		N, S blkd.
(PC) Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W	F2	3200' strip avail.
(P) Joliet	P	5 W; riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2WSW; RR I,5E	625	2	26-S5-U	F3	Ditch N. S blkd. Use strips.
Kewanee Arpk	P	6 E	760	2	24	F2	
Kewanee	P	3 S; hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC) Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5SE; RR N	440	1	22-S3	F2	S blkd. P-line N. Soft-wet.
Lincoln	P	1.8 W, hwy N	591	2	31-L-S5	F2	P-line N.
(PC) " Logan County	P	2ENE; hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC) Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	P	2.2WNW; canal E	670	4	h31-BL4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8NNW; RR S	740	3	28-S5	F2	P-lines, S, SW.
" York Township	P	2 SSW; riv W	740	2	20-S5	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	26-S5	F2	N, E, blkd.
(PC) MARION-Williamson County	P	4.6WNW; hwy W	472	3	h38-BL4-S5-U	F4	4200' strip avail.
(PC) Mattoon, Coles Co., Mem'l.	P	5 E; RR 1 N	720	3	h37-BL4-S5-U	F3	3900' strip avail.
Metropolis	P	2 NW; hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7NNW; hwy E	650	2	28-L1-S5	F3	E blkd.
(P) MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Monmouth	L	1.5NNE; RR W	770	1	31-S5	F2	S blkd. E/W rnwy clsd. Unattended.
Morris	P	4.5N; hwy W	588	2	23-L1-S1	F3	
(PC) Mt. Carmel	P	13.7NNE; hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC) Mt. Vernon	P	2.5ENE; RR S	465	3	h22-L4-S5-U	F3	3800' strip avail.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
Oaklawn, Harlem	P	2.2WNW; RR W	619	8	34-S5	F2	Clsd to acft over 2000 lbs.
Olney, Ulrich	P	1.8ESE; RR S	537	2	30-S1	F1	P-lines N; S blkd.
Ottawa	P	1 NNW; rd N	615	2	28-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford county	L	1 N; RR S	450	1	26		W blkd.
Pana	L	2 E; RRs N	670	2	23		N, S blkd.
Paris, Stewart Hog Ring	L	1 S; RR W	740	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5S; RR E	521	3	34-*L-S5-U	F3	E blkd; p-line W.
(NG) PEORIA, Greater Peoria	P	4.6WSW; hwy E	659	4	h50-B14-S5-W	F4	S blkd.
" Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F3	NE, SE, S, SW blkd.
Plymouth	L	2 W; rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW; hwy SW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5E; hwy N	625	2	24	F2	N, S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
Robinson	P	5.3E; hwy S	500	2	35	F2	E/W rnwy clsd. S blkd. Ruf.
Rochelle	P	2 S; hwy E	780	1	22-S5	F2	Closed.
Rock Falls	P	3 S; hwy W	645	4	25-S5-U	F1	P-lines W, SW, NW.
(P) ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE; riv NW	732	3	30-*L2-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Salem-Leckrone	P	1.9NW; lk NW	571	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4WSW; RR N	670	2	20-S5-U	F3	P-line N. Soft when wet.
Savanna, Stransdale	P	4 SE; hwy W	610	3	23-S1	F2	1000' NW end NW/SE rnwy clsd. P-line W.
Serena	P	2.8N elevator SE	640	1	21-L4-S3-U	F3	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W; RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
Sheldon, Disoway	L	5.4 SSW; RR W	688	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(AF,NG) SPRINGFIELD, Capital	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.
" Southwest	P	3.5SW; RR N,S	606	2	28-*L4-S5-U	F3	Use strips. Bcn on req.
Steger, Will County	L	0.5 S; RR W	710	3	15		W blkd; p-line N. Soft when wet. Rgt tfc strips 9, 36.
Stockton	L	1.9SSE; hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE; RR N	650	2	23-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville	P	1.8WSW; RR SE	612	1	h22-B-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
Urbana, Illini	P	2 NNE; hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	L	1 WSW; RR E,S,W	640	1	22-S3		P-line N.
Waukegan	P	1.5NW; RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-S5-U	F2	Landing fee multi-engine acft.
(PC) West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Wood Dale, Moody-Wooddale	L	1.3NNE; rd adj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical order)							
Momence	P	3.5 mi W	645	2	25-S5	F2	NW, NE, SW blkd.
INDIANA							
Anderson	P	3.5SE; hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S; RR E	910	3	41-S5-U	F4	
(PC) Angola, Tri-State	P	4.2W; hwy S	984	3	32-B-S5	F3	SE, SW blkd.
(PC) Annapolis, Port-O'-the Woods	L	2.2 NNW; hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW; RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE. N blkd.
(PC) Bedford	P	3.5 SE; hwy E	728	2	h31-U	F1	Use rnwy. Ruf.
(PC) BLOOMINGTON, Kisters	P	5 WSW; RR SE	840	3	h38-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW; RR S	827	2	26-B-S5	F2	E blkd. Rgt tfc E, S. Depression near center E/W strip.
" -Wells County	P	2.8 WSW; RR S	820	1	32-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE; RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW; hwy W	751	3	27-*L1-S5	F3	E, NE, SE blkd; p-line SW. Use strips.
(PC) Columbus	P	5 SSW; RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW; hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC) Connersville, Mettel	P	2.8 NNE; canal W	867	3	h25-BL4	F2	3200' strip avail.
Converse	L	1 WSW; hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW; hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE, E.
Culver	L	2 E; lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	3.0 E	841	1	26-S3	F1	Soft when wet.
DeMotte, Cheever	L	2.2SSE; hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Ruf. Unattended
Dyer, Triangle	P	1.5NE; RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW; hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E; riv N	750	3	30-*L2, 4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W; hwy S	380	1	20		S blkd.
Elwood	P	2 S; hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(P) EVANSVILLE, Dress Meml.	P	4.5NNE; RR W, E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S. No storage.
(NG) FORT WAYNE, Baer	P	7.5 SSW; RR E	801	3	h78-BL3,4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N; hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S; hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8 ESE	500	1	h26-S1	F3	Hill N
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC) GARY MUNICIPAL	P	4 NW; hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
(P) Goshen	P	4.5 SSE; hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
" Midway	P	4.9NW; riv NE	780	2	26-*L1-S3	F1	S, W blkd.
Greensburg	P	2.1WSW; RR N	915	2	23	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-B*L4-S1	F2	
Hartford City-Inman	P	1.8 N; hwy E	910	2	24 -S3	F2	
" Hoover's	L	1.8 SW; hwy N	875	1	19		
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW; hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3.5; RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE; riv S	810	2	21-S5	F2	P-lines SW; gully S.
(P) INDIANAPOLIS, Weir Cook	P	8 SW; RR N	796	4	h41-BL4,5,6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft. Fee multi-eng and wt excess 110,000 lbs.
" Shank	P	6 NW; hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd. Ruf.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(21 Dec 1950)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	P	2 N	478	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-BL4	F1	S blkd, P-line SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE, NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
Lafayette, Aretz	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	h40-*L4-S5	F3	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S, SW, SE, NW.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
Logansport, Williamson	P	6 NE	770	2	20-S3	F1	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	F(1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W.	668	1	h24-S3	F2	
Mishawaka, Sportsman	P	3.7NE;riv S	760	2	21-S5	F2	P-lines NE, SW.
Monticello, Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
" Dittman	P	2.8 S; lake E		2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
New Carlisle, Gordon	L	2.8 ESE; hwy IN	736	2	16		Use strips. Ruf.
New Castle	P	1.8 ENE; hwy N	1080	3	29	F2	N, NE blkd. Rgt tfc W. Use strips.
" " -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N. Vernon, St. Anne	P	2.3NNE;RR W	750	2	h45-*L4	F1	
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys N,E	926	3	26-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-S3	F3	Hill E.
Rising Sun	L	0.5 N	530	3	22-S1	F2	Rolling
Rochester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,SE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd. P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E Blkd; p-line N. Use strips.
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd. Use strips.
" Black Hawk	L	5.3 N; road E	925	2	18		P-line N. Use strips.
(P)SOUTH BEND, St. Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4, 6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail;bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
► " Cadet	L	6.5 NE;RR 2E	730	3	25-S1	F3	INACTIVE
" Chain-O-Lakes	L	5.2W;tk SW	765	4	24-U		P-line N, NW.
Spurgeon, Enos	L	2 NNE; hwy W	485	1	27		
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N, NE, SE.
(P) " HULMAN	P	5.ESE;hwy N	585	3	h82-BL4, 6-S5-W	F4	Use rnwys.
(PC) Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7N;RR S	829	2	26-L4-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-*L4-S5	F2	Rgt tfc S, W. Bcn prior req. Silo W
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E. NE. Use rnwy, strips.
" Smith	L	4 N; RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
(P)WEST LAFAYETTE, Purdue University	P	1.5 SW	610	2	h35-B-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission. Use rnwys. 3700' strip avail.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Albia, Airway Implement Co.	L	1.8 S; RR E	959	1	22-(S1)	(F1)	P-line NNW.
► Algona	P	2 WNW;hwy N	1219	2	28-BL4-S5-U	F2	P-line N.
(PC)"Squeeze	L	4.5 S; hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	39-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E; hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W; hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N; RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7W NW;hwys S	850	1	19-(S-5)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling P-line S.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12, 18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE, RR N	1196	3	34-*L4-S3	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h54-BL-4,6-S5-U	F4	
"Hunter	P	3 S; hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5SSW; RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N, E, W blkd. Land at own risk.
(PC)Chariton	L	2.5 W; hwy S	1050	1	24		P-line S.
(PC)Charles City	P	3.3E;bet RR,hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-*L1-S5	F2	P-lines NE, SE. Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5	F2	Rgt tfc SW, SE. Ditches S, NNE. 2900' strip avail.
" Schenck	P	0.8 SE	992	1	28	F2	Rgt tfc N.
Clarion	P	1.4 NW; hwy S	1162	4	27-BL4-S3	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F1	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE; hwy S	974	4	37-S5	F1	SW blkd; p-line SE; tank S.
Creston	P	2.5 SW; RR N	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.
(P)DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW; hwy N	1280	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
" Chamberlain	L	1.3 SE; riv N	1200	1	18		Soft when wet.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	
" Dodge	P	8.0 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL4,6-S5-U-W	F1	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk. Rolling.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elkader, Meyer	P	1.1 SE; RR E,S	815	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W; riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
Emmetsburg	P	1.3 SW; RR N	1205	3	35-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-*L1-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	P	1.0 SE	780	2	26-S1	F1	P-line N.
Farnhamville, Saucke	L	3 SW;hwy 1.3N	1150	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
↘ Floyd, Henry's	L	4.0 NE; riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6-S5	F4	Use rnwy.
Garner, Wicks	P	1.8 NW; hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2.0 NE; riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW; hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 1.4 N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	16		Unattended.
(PC)Guthrie Center	L	0.5 NW; riv E	1083	2	26-*L-S(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; tk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5.0 SSW; hwy E	1204	2	27-BL4-S5	F2	P-line S.
Hartley	L	1.2 SSE; RR NC	1400	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd; p-lines S, SE; bins NE atnd week-ends. Caution-weeds.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1250	1	20		Use strip. Rolling.
Independence		4.1 W					ABANDONED.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F3	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-*L1-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3.0 WNW; RR E	1163	2	37-BL2-W	F1	
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1300	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W, NW blkd; p-line SE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd, Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
Manchester	P	1 S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.6 SW; RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC) Mapleton	P	0.5 NW; riv NW	1150	2	29-S5	F2	NE, SE, SW blkd. Ruf.
Maquoketa	L	2.8 SSW; hwy E	720	1	20		Land at own risk.
Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-L4-S5-U	F2	W blkd; p-line N.
(P) MASON CITY	P	6.5 W; hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE; riv S	1215	1	24-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW; RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
► Milford, Fuller	L	0.7 mi NNW	1440	2	36		S, W blkd. P-line E.
Missouri Valley	L	1.5 S Int RR, hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3.0 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW; hwy N	1100	1	15		Ruf.
(PC) Mt. Pleasant	P	2.6 ESE; hwy N	727	3	19 S1	F2	
(PC) Muscatine	P	6.0 SW; hwy SE	546	2	h42-BL4-U	F3	
" Greiner	L	6.0 N; hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2.0 NW; hwy E, N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
Nevada, Nelson	P	1.7 W; hwy N	995	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW; RR NE	1180	3	28		NE blkd; p-line SE.
► Newton	P	1.5 ENE; hwy S	950	2	24-BL4-S5	F3	P-line S.
Nora Springs, Spotts	P	3.2 W; RR S	1170	2	26-*L-S1	F2	E blkd. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osage, Rex	L	1.7 NNW; RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N; RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2.0 SSE; RR NE	850	2	21	F2	P-line NE. Use strips.
(P) OTTUMWA	P	6.4 NNW; hwy 1 E	845	2	h52-RL4-S 5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
Perry	P	3.5 WSW; hwy N	1014	2	23-L4-S3	F2	
(PC) Pocahontas	L	1.5 ENE; hwy S	1216	2	25-(S1)	(F1)	N blkd.
Prairie City	P	2.0 N	950	2	30		Ctn-cattle on fld. Trees W; cable line.
(PC) Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5	F2	P-line N.
Riceville, Mosher	L	1.1 WNW; hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	L	3.0 N; riv W	1361	2	23-S1	F2	Use E/W Strip when wet.
Rockwell City	L	W; hwy W	1234	1	22-S3		90 oct. P-line W. Trees N.
Rudd, Ehlebrachts	L	0.5 S; hwy N	1150	2	19		N, W blkd. Rolling. Use at own risk.
Sac City	P	3.0 SSE; riv W	1250	2	22-*L1-S5	F2	
Sheldon	L	5.0 NNE; riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E; RR S	800	2	18	F1	Land at own risk.
(PC) Shenandoah	P	2.8 WSW; riv NW	963	2	37-BL4-S5-U	F3	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E, S, W blkd; p-line N.
Sigourney	P	3.0 S; riv N	692	2	24	F2	S blkd. Soft when wet.
(AF, NG) SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h75-BL4, 6,7-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S. Dak., Rickenbacker Fld.						
Spencer	P	2.9 WNW; RR 1S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW; hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE; RR1 SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2.0 E; hwy S	810	3	18		S blkd; p-line SE; culvert W; use strips; cattle on fld
Vinton, Milroy	L	1.5 NW; hwy N, E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE; riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE; RR NE	769	2	26		P-line E.
(P) WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4, 6-S5-W	F4	
► " Canfield	L	3.0 NW; hwy NE	800	4	28-(S5)	F2	P-lines N, NE, bldgs SE. W blkd. Personal use only.
(PC) Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
Webster City	P	3.3 SW; RR 2.3 N	1100	4	26-S5	F2	P-lines N, NE.
Wesley	L	1.5 E; RR N	1250	1	30		N, S, W blkd.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
NEW AIRPORTS (or airports out of alphabetical order)							
► Spirit Lake Mun	L	1.0 mi S	1405	1	15	F1	Ruf - rolling.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Abilene	P	1.7 WSW; RR N	1148	3	h21-L4-S1	F3	2300' strip avail. NE blkd, p-line SE. Ruf. Soft wet.
Anthony, 24, AMA-MKC	P	2.7 WNW; hwy S	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5 S; hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd; p-lines SE, SW.
" Strother Aux #1	L	7.5 NE; riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6 W; hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2 S; RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W; hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N; hwy W	2960	4	26-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd; p-lines S. Lgts prior req after 2200.
Baxter Springs, Y & M	L	3.5 W; hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW; hwy S	1520	3	24-S5	F1	P-line SW. Use strips.
(PC) Beloit	P	1.2 NW; RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Bern	L	0.6 S; RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N. Caution-wet. Use strips.
Brewster, Hutton	L	1 SE; hwy N	3420	3	35		SE blkd; p-line SW. Low area S center of fld unusable. Ruf. Use strips. Caution-elevator adj NW.
Burdett	L	1 SW; RR N	2140	2	19	(F1)	SSE blkd. Ditches N, W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N, W. Use strips.
Caldwell	L	1.2 E; hwy S	1105	2	22		SE blkd; p-line SW. Ruf. Use strips.
(P) Chanute	P	2 WSW; lk SE	1001	2	h42-BL2 3-S5-W	F3	SE blkd; p-lines S, NW.
(PC) Cimarron	L	1.8 N; hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W; hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6 WSW; RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N; hwy W	1260	3	15-S5	F2	Use strips.
(PC) Coffeyville, McGugin	P	5.3 NE; RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC) Colby	P	1.8 N; hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8 N; hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip. Use strip.
Coldwater, Stark	L	0.7 NE; RR SE	2100	1	27		P-line NE. Use strip. Cattle on fld.
Collyer, Scherr	L	1.7 E; RRN	2563	4	25-(S1)		S, SE, SW blkd. Cattle on fld.
Columbus	L	1.2 SW; RR E	900	2	21-S3	F1	NE blkd; hedge S. Soft when wet.
(PC) Concordia	P	1.7 S; hwy W	1474	3	36-S1	F2	Erosion edges of strips. Use strips.
" Blosser	L	1 S; hwy W	1475	1	18		P-line E. Caution-ruf.
(PC) Cottonwood Falls, Chase Co.	L	0.5 SSW	1264	1	26		P-line N
Council Grove	L	4.5 WNW; lkS, W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd; p-line S, SE.
(P) DODGE CITY	P	3 ENE; RR SE	2594	4	h46-BL2 4-S5-U-W	F4	Use rnwys.
" Ford County	L	6 WNW; hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3 ESE; RR S	2440	1	22-S5	F2	Soft when wet.
(PC) Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6 SE; hwy W	1360	4	25-L4-S5	F3	E, S blkd; p-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE; RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5 NW; hwy, RR	1790	2	26-S5	F2	Caution-oil well 58' E N/S strip; N blkd; use rnwys
Ellsworth	L	1N; hwy S	1611	2	24		
(P) Emporia, 37, AMA-MKC	P	5.4S; hwy E	1204	3	h21-BL4-W	F3	N/S strip 4000'; use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7E; hwy S	1100	1	26		S blkd.
Fall River	L	3.9NW; dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8SE; crk E	1320	2	19-(S1)	(F1)	
(PC) Fort Scott	P	4.5SW; hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N; hwy E	1230	2	15		
Fredonia	L	3NNW; hwy E	880	2	26		
Garden City	P	3.3E; hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5ESE; RR SW	2895	4	h65-BL4-S1-W	F3	Use rnwys. Only rnwy 17-35 usable ngts.
(PC) Gardner	L	1.5 W; hwy SE	1070	2	39		Ruf. N blkd. Use strips.
(PC) Garnett	L	1.6 E; hwy NW	995	3	28		Ctn-at all times. Intsxns ruf. SSW blkd.
(P) Goodland	P	2 NNE	3653	4	h50-BL4-S5-W	F3	
(PC) GREAT BEND	P	5WSW; hwy SE	1691	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E; RR N	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
(PC) Harper	L	1.3 WSW; hwy S E	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips.
Hays	P	1.5E; RR S	2021	aw	29-B*L2-S1	F2	
(PC) Herington	L	8 ENE; RR 3N	1485	3	h07		Closed civil acft. Rgt tfc NW.
(PC) Hiawatha	L	2 NNE; hwy W	1130	2	23	(F1)	Ruf. Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC) Hillsboro	L	0.7SW; hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5ESE; RR N	1820	1	17		P-line N. Shoulders ruf.
(PC) Horton	L	1.2NNW; hwy E	1134	2	22-L4	(F1)	
Hoxie	L	0.8N; hwy S	2665	3	28		S blkd; p-lines NW, SW.
" Hedge	L	1.8 NW; hwy S E	2780	2	19		Caution-erosion-ditch center E-W strip. Ruf.
Hugoton, HAP	L	1.5SW; hwy N	3120	4	26		N blkd; p-line NE; hill SW. Use strips.
(P) HUTCHINSON	P	4 ENE; hwy S	1542	3	h70-BL4, 6-S5-W	F4	Use rnwys.
" Mills	L	4.4S; RR W	1533	1	25-(S1)	(F1)	
(PC) Independence	P	6 SW; RR E	820	4	h55-BL4-S1	F4	
(PC) " Montgomery County #1	L	9.5NW; hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution. Ruf.
(PC) Ingalls	L	6.8 NW; riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet. Use strips.
(PC) Jetmore	L	7.2S; hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW; hwy NW	3320	3	28-(S5)	F2	P-lines N, S, NE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE, SSW. Use strips.
Kanorado, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AP) KANSAS CITY, Fairfax	P	3 NE;riv N, E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5NNW;RR E	1606	4	27		Unattended
(PC) Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	1375	1	20		Cattle on fld. Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd; p-line S. Ruf.
La Cygne	L	0.7W;riv NW	825	2	29	(F1)	HAZARDOUS. N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A) Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S strip;soft when wet.
Lawrence	P	2.5NNE; hwy S	832	3	32-*L2-S5-U	F3	P-line W. Use strips.
(PC) Lenora	L	1.2NNW;crkNE	2260	2	24	(F1)	Ruf.
(PC) Liberal	P	2.5WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	L	1.5NW;RR S	1412	2	27-*L4		NE, NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S6	F2	P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC) MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F4	Use rnwy strip. Ditch SE end NW/SE rnwy. Ctn-Danger Area WNW arpt. NW end ext 1050'-sod.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd. Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	86-S1	F1	Windmill NE;dike W end E/W strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE strips soft when wet. E, NE, S, NWblkd;p-line SE, SW.
(PC) Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE, NNW
(PC) McPherson	P	1.5SW;hwy adj	1493	2	h23-L4-S5	F3	P-line N, E. Shoulders soft-wet.
Meade	L	1W;RR, hwy N	2529	2	26-B*L4		P-line N. Use strips. Caution when wet.
Medicine Lodge	L	2.1SE; RR S	1520	1	34		Caution-gopher holes. Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters. N, S blkd.
" Horner	L	2 NW	1265	2	26		Unattended
Moline, Elk County	L	2.3ENE;hwySW	1050	3	31		SW blkd. Cattle on fld.
(PC) Neodosha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	22-S5	F1	Caution - soft when wet.
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf. Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips. P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-BL4-S5	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	L	5 ESE; hwy W	1090	3	h17		P-line NW. Lgt acft only. Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N, S blkd. Use strips.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32		INACTIVE.
Osborne	L	0.8ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW. Soft when wet.
➤ (PC) Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	Use N/S rnwy. 2700' strip avail.
" Conard	P	3.8 NNE;hwy W	946	2	28-S3	F2	N, W blkd.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd. Use strips. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
➤ Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Use strips.
➤ (PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-U-W	F1	Use rnwys.
Plains	L	0.3NNE;hwy N	2755	3	30-*L4-(S1)	(F1)	P-lines NE, SE, S. Use strips.
(PC) Pratt	P	4.5N; hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
PrettyPrairie, Prairie Oak	L	1 NNE;RRNW	1573	2	25-(S1)	(F1)	E blkd;p-lines N, W. Use strips.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E, W.
Rexford, Dible	L	0.5W;RR NW	2900	2	24	(F1)	N, W, blkd. P-lineE. Ruf-obstns-dangerous.
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N. NE, E, SE, NW. Cattle-fld.
➤ (P) Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W	F3	SW blkd.
(PC) Sabetha	L	1.4E;RR NW	1290	2	22		Ruf. Use strips.
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P) SALINA	P	2.5 SE	1314'	3	h48-BL4,6-S5-W	F4	P-line NW. Use strips, rnwy only.
Satanta	L	1.2N;RR SE	2970	2	26-(S1)	(F1)	Closed
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200'strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	P	2.7SSE;hwy S, W	940	1	17-S3	F2	
Seneca	L	0.5W;RR S	1180	1	23		P-lines N, S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5W;hwy N	1889	4	26-L3, 4-S5-U	F3	P-line N, NE. Lgts avail sunset-0200. Use strips. Ruf.
Sublette	L	1NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F2	SW blkd.
➤ " Allen	P	4.3 WSW;hwy N	1000	3	h23-*L4-S5	F2	N, SW blkd. Ctn-N/Sstrip-dtich. Soft when wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4, 5,6S5-W	F4	Bridge SE. SW end rnwy 22 rstd 15,000 lbs max.
Toronto	L	1.1NE;RR E	965	4	24		SW, Wblkd;p-line NW. Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd; fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line, rolling, ruf.
(PC) Washington	L	0.9E; hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instructions. 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5-U	F2	P-line N, SW. Use strips.
" Rawdon	P	5.7 E	1396	1	25-S1	F3	P-line S. Rgt tfc N, W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd. Ruf. Caution when wet.
(PC) Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S, SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
Oakley	P	2.3 mi E	3042	3	28	F2	Caution when wet. P-line N.
➤ Ness City Mun	L	0.5 mi N	2240	1	26		Not attended. Strip usable dry wea-ctn; unusable wet.
➤ Abilene Wright Airpark	P	1 mi S	1150	1	23-S5	F1	
KENTUCKY							
Albany		6.0 W; hwy S	1020	1	22		Ctn when wet-New turf.
(PC) Ashland-Boyd County	P	7.5NW; RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr. prior req thru Huntington rdo.
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5 SSE;hwy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0 SE;hwy, RR W	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W; Liberty	1080	1	35		
(P) COVINGTON, Greater Cincinnati		SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F3	Use rnwys.
(PC) Georgetown, Marshall	P	1.5 S; hwy E	910	1	18	(F2)	Unattended.
Gilbertsville, Ky. Dam, State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
Golden Pond, Ken Lake	L	4.4 W;lk W	388	1	22		Hills N, S, E. Caution when wet.
Harlan	L	5.3 NE; riv S	1230	1	21-S1	(F2)	E blkd. Mtns each side of strip. Unattended.
Harrodsburg, MaAfee	L	5.9 N; hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
(PC) Hazard	L	2.5 NNW;rivN,W	901	1	21	(F1)	S blkd. Mtn sur fld. Unattended.
Henderson	L	5.0 WSW	385	1	20		P-lines along hwy in N apch.
Hopkinsville	P	1.0 E	510	1	18	F2	
(P) LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h50-BL4-S5-W	F4	
➤ London	P	3 SSE; hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL2,4-S5-W	F4	NE blkd. P-line S. Trees SW.
(NG)" STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,6,7-S3-W	F4	2-way rdo rqrd. FEE.
➤ Madisonville	L	6.0 ENE;RR S	420	2	h25-(S3)	(100)	
" Athey	P	1.0 NE;hwys SW	500	1	24-S3	F1	
(PC) Mayfield-Graves Co.	L	3.6 ENE;hwy S	580	1	h33		Unattended.
Mays Lick, Rees	L	9.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E. Leyee W. Use rnwys.
Midway-Green Meadows	L	3.0 SE;hwy N	900	1	22		Rolling.
Milford		0.5 SE; riv S, W					ABANDONED.
Monterey, Karsner	L	2.0 SE;hwy W	540	1	20-S1	F1	NNW, SSE blkd.
Morehead	L	8.0 WSW;RR N	610	1	20		300' SW end ruf. Unattended.
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
Russell Springs		1.0 S hwy E	1080	1	20		Unattended.
➤ Shelbyville, Shelby	L	2.9 E;hwy S	930	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S; hwy W	927	1	30-S5	F1	
Springfield	L	4.0 ESE;hwy N	810	1	19		P-lines along hwy in N apch.
Stanton	L	1.0 E	650	1	31-S1	F1	
(PC) Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
➤ West Point	P	1.3 ENE;RR W	430	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Abbeville	L	3.0 E;hwy S	16	2	20-S3	91	
← Alexandria		2.4 NW;hwy N					Perm Closed
← " McArthur Drive	P	2 WSW;hwy E	87	1	16-S5	F3	
(PC)Bastrop, Morehouse Mem'l	P	2.5 S E;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE; RR SW	35	1	41		NW blkd. Cattle on fld.
" Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2.0 N; RR E	113	2	32-BL4-S5	F3	P-line E.
Bunkie, Haas	L	3.0 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4.0 W; hwy N	30	1	18		
" K.P.	L	2.0 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd. Soft spots when wet. Land from and take-off to S.
Elton, Doise	L	1.5 S W;hwy, RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W, NW.
Franklinton, Green		12.0 SSW; rd E					Perm Closed
Gilliam	L	1.0 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE; rd N	5	2	18		ENE, ESE, WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE; rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L-S5	F1	
Haynesville	L	0.9 N; hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly		1.2 NW;hwy W					Perm Closed
Jackson, Holloway		5.0 S SW;hwy 2 S					Perm Closed
" Howell	L	2.5 ENE; rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE; RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	L	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
" Bois De Lafayette	L	2.5 S; hwy E	39	3	20		P-lines N, S.
" Girard	P	2.0 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur		0.5 ESE; hwy S					Perm Closed
"Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4.0 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.3 E; river E	110	1	18-S3	F1	
(PC)" Byerley	L	1.8 NW; lk S	106	2	35	(F3)	
Logansport, Averett	L	4.2 NNW; rd E	300	2	20		S blkd; p-line SSE.
Longville	L	0.5 SE; RR W	80	1	27		
(PC)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8 SSW;hwy NNW	324	1	23		Use with caution.
(PC)Marksville	L	2.2 S; RR E	78	1	27		
Minden-Minden-Webster	P	1.0 NW	250	1	h35		
Monroe, Mid-South Duster	L	6.8 S; hwy W	80	1	23		P-line W. Use strip.
(P)" SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root		6.0 SE;hwy NE					Perm Closed
Morganza-Pte Coupee	L	0.1 S; RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F2	
(PC)New Iberia, Iberia Parish	P	5.0 NW; hwy NE	23	2	h40-S5	F3	Use rnwy.
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No ngt operns 5-23, 9-27.
(P)" MOISANT INT'L	P	11.0 WNW;riv S	3	4	h70-BL4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Mem'l	P	20 WNW;bayou NW	9	3	45-S5	F3	NE, W blkd.
(PC)Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1.0 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
" Hains	L	4.0 SSW; rd E	20	1	26		P-line N.
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
" Garland	L	7.6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW; rd N	155	1	21		P-line N.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5	F4	
St. Joseph, Castle	L	2.0 N; hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6.5 S W; RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8.0 S; RR E	170	1	31-S5	F1	S end soft when wet.
Slidell, Pravata	L	1.5 NW;hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle-fld.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	31-*L4-S3	F2	Bcn prior req.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5 WNW;hwy S	40	1	16		
Vinton, Breaux		1 NNW;RR S					Perm Closed
(PC)Welsh	P	0.5 NW;RR S	19	2	31-*L4-S5	91	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3.0 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution. Unattended. No storage.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	3	h44-BL4-S5-U	F3	WNW blkd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE,NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6 WNW;riv W	120	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW;riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5 NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	L	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S; riv W	290	1	14		
Eastport	L	1.5 WNW;hwy NE	67	2	h28		No storage. Unsafe-holes, ruf high bushes. NW blkd; p-lines NE,SE,SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5 WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1.0 SW;RR, hwy W	470	2	18-S5	F1	NNW blkd.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwy N,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC)Greenville	P	2.0 ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters. Repairs avail. on request.
(P)HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 5-23 clsd winters wheel-equipped acft.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Lewiston, College Road	L	2.2 NNE;riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD; Soft when wet.
(P)Millinocket	L	1.0 SE	408	2	h50-BL4-W		Unattended. Use rnwys.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W. P-line W.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	N,S blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE, W	270	2	h40		Use rnwys.
Norway	L	1.0 N; RR S	387	1	15-S1	F2	Soft when wet. Use strip.
(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F4	Ctn-edges of rnwys ruf. Use rnwys.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Peru, Linnell's	L	08NW;RR, riv N	410	1	20		
Phillips, Pleasant Valley Farms	L	2.9 NW;riv N	670	1	41		
(PC)Pittsfield	L	0.8 SSE;riv N,S	190	2	h40		SSE blkd. Skis winter.
(P)PORTLAND	P	2.0 W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4		
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Lgts unreliable.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD).
Skowhegan	L	1.0 NNE	240	1	18		P-line W.
South Portland, Port O' Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Stonington	L	1.2 NNW;hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	Fld surrounded by trees. W blkd.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		INACTIVE. Ruf, rolling.
(PC)WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5	F1	WSW blkd. Use rnwy 14-32 with caution.
Winterport, Fernald	L	3.0 WNW;RR E	181	2	h40		Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW; riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4,6,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE; riv SW	14	2	h44-BL3, 4, 5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0800. Use paved areas.
" Martin	L	10 E; plant W	18	4	h71-*L3		No public services.
" Rutherford	P	8 WNW; rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW; bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E; hwy S	400	3	21	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, ctc Washington rdo.
College Park	P	0.4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd.
(PC) Crisfield	L	3 NNE; RR SE	4	2	h25		3500' strip avail, Soft-wet, Unattended
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S; riv N, S	780	3	h58-BL4-S1-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W, Ruf, Rgt tfc E.
(PC) EASTON	P	2.2N; RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S3	F1	Clsd to heavy acft when wet. Rolling.
(PC) Frederick	P	1.8E; riv N, E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs.
(P) HAGERSTOWN	P	4.2N; factory SE	704	2	h44-BL2, 4-S3-W	F4	Use rnwys. Weekends lgts avail sunset-2200.
Hollywood, Half Pone Point	L	3.5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Laytonsville, Davis	P	2.3N; hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.
Rockville, Congressional	P	2 SSE; hwy E	400	2	33		NE blkd. Rolling. CLSD TO TRANSIENT ACFT.
Salisbury, Delmarva	P	2.8 NE; RR S, W	45	1	20-S5-U	F1	
(P) " -WICOMICO COUNTY	P	5.3 ESE; hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8SSW; hwy SW	10	1	20		SSW blkd. E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW; bay W	12	1	25		E blkd.
Westminster	P	2.6N; hwy E	780	2	25-S3	F3	Rolling. P-line E.
NEW AIRPORTS (or airports out of alphabetical order)							
MASSACHUSETTS							
Adams	L	1.3SSE; RR W	1400	1	18		CLOSED
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F2	Hi-tension line SE; p-line E. Ruf.
Barre, Hiller	P	4.7SSW; riv NW	599	1	40-L4-S3-U	F3	
Berkley, Myricks	L	3 E; RR SW	65	2	20		S blkd. Ruf.
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd. No storage.
← " Beverly	P	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL 6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
" Revere	P	5.5 NNE; twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S; hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW; RR S	640	1	16-S3	F1	Ruf.
Edgartown	P	2 S; bay E	20	4	33-S1	F1	P-line NE, SE.
(PC) Fall River	P	4.3NNE; RR N, W	192	2	h39-BL4-S5	F3	
Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
FITCHBURG	P	2.5 SE; riv S, SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC) Gardner	P	2 SW; hwy N	946	2	22-S5	F1	
Great Barrington	P	2 W	726	3	27-S5-U	F3	ENE blkd; p-line SW.
Hanover, Clark	P	2.6 WSW; riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW, Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
(PC) HYANNIS, Barnstable	P	0.9 N; RR E	56	3	h41-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE; riv W	165	3	h40-BL4-S5-U-W	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
Mansfield	L	2 SSE; RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E; riv SE	9	1	23-S1-U	F1	
Marston Mills, Cape Cod	L	2.2 NNE; lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC) MARTHA'S VINEYARD	P	4.3 S; hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
(P) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi. 2-flash, hi-int apch lgts avail rnwy 24 during drizzle.
(PC) NEW BEDFORD	P	2.5 NNW; RR S	79	2	h50-BL2,4,5,6-S5-W	F4	
Newburyport, Plum Island	P	1 ESE; riv N	11	2	28-B-S5	F1	P-line NW. W blkd.
(PC) North Adams, Harriman	P	3 W; riv N	651	1	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE; lk NW	200	2	20-*L1-S5	F1	P-line SE, Ruf.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MASSACHUSETTS							
Northampton, Atwood	P	1.2 SSE; riv S	116	1	22-*L4-S5-U	F2	Mtn SSE, Rgt tfc N
(PC) " LaFleur	P	1.2 ENE; RR W	120	2	23-*L4-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC) ORANGE	P	1.5 SE; hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
Palmer, Metropolitan	P	4.8N; RR E, SE	410	3	22-*L1-S5-U	F3	Hill NNW. Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW; hwy N	149	3	28-S1	F1	Use strips only
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N; hwy E	700	2	26-S5	F1	
Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf, Twr SSW.
Tewksbury, Tew-Mac	P	2 SE; riv E	90	1	18-S5	F2	Hwy tfc SSW apch. P-line S.
(PC) Turners Falls	P	1.8 ESE; riv NW	365	3	31-*L1	F1	SSW blkd.
← Wareham, Country Club		1.3 E; riv S					ABANDONED.
Westboro	P	1.9 WNW; RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9SE; RR SW	650	2	20-S5	F3	P-line SW.
(NG) WESTFIELD, Barnes	P	3.NNE; hwy W	270	3	h70-BL4, 6-S5-W	F4	
Williamstown, Fair View Farm	L	4 SW; hwy E	954	1	16		
(P) WORCESTER	P	3.5 W; hwy N	1009	3	h55-BL5, 6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3SW; RR N	800	2	34-*L4-S5-U		WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC) Alma	P	1.3 NE; riv S, E	750	2	h25-BL4-S5-U	F2	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW; hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Phelps-Collins	P	6.5 W; riv adj	689	3	h80-BL4-S3	F2	Bcn opera October-May
Ann Arbor	P	4 S; RR E	835	3	32-BL2-S5	F4	Soft when wet.
" Washtenaw	P	6 W; hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW; hwy S, E	915	1	24		S blkd.
Atlanta	L	0.8 ESE; hwy N	875	3	22		Use strips, Ruf.
Au Gres	L	0.9 NNW; RR S	590	2	20		NW blkd, P-lines NE, SE, SW. Soft-wet. Use strips.
(PC) Bad Axe, Huron Co. Mem'l.	L	1.2 SSE; RR W	763	3	25-L4	F1	
Baldwin	L	1.3 SSE; hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Baraga	L	4 NW; hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N, S, W blkd, Ruf, Ctn-trees on strips.
Barryton	L	0.8 ESE; riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4, 6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S; riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW; RR W	728	2	16		
Belding	L	2.1 W; hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE; RR W, S	614	3	26	F1	NW, SE blkd. p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross	P	1.5 NNE; hwy S	642	4	h37-BL4-S5-U	F3	Embank, all apchs. Use rnwys.
Big Beaver	P	0.8 E; hwy W	650	2	24	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW; RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-S1	F3	N, NE, S blkd. FEE.
Blaney Park	P	0.5 NW; lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW; riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	22-S1	F1	Twr SW. Use strips, Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW; RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brevort	L	1 NW; hwy S	740	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	L	3 N; hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip, Knoll N, NE.
(P) Cadillac	P	2.5 NW; hwy E	1305	4	h37-BL2, 4-S5-W	F1	
Caro	L	2.8 SW; riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan	L	0.5 ENE; riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W; hwy NE	639	2	23-L4-S1	F2	W blkd; P-line E, S. Lgts to 0400.
Clare	P	1 NE; riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC) Coldwater, Branch County	P	2.7 WSW; RR S	954	3	39-L4-S3	F2	
Croswell-City	L	1 W; riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE; lk E	1390	3	30-S1	(F1)	P-lines SW, WSW.
Deckerville, Nauman	L	1.5 S; hwy E	800	1	24	F2	E blkd.
(PC) DETROIT-CITY	P	5.5 NE	626	4	h46-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
" WAYNE MAJOR	P	16.9WSW City Hall	639	4	h79-BL4, 6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW; riv 1 S	716	6	h73-BL, 3,4,6,7-S5-W	F4	FEE. 2-way rdo rqrd.
Dowagiac, Cass County	P	1 NW; hwy S	750	4	31-S5	F3	S, SW blkd. P-line NE. Minor eng rprs only.
Drummond Island	L	0.5 S; bay 1 N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.

F-fuel octane, ← New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd.P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S,400' W end E/W Strip soft-wet,Use strips
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E, S, W blkd.Ctn-loose sand.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE.Rgt tfc W, SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE.Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use rnwy strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h57-BL2,4,6-S1-W	F4	NE, E, SE, SW, W blkd. Ant. NW.
Grant	L	1.8 ENE; RR E	820	3	27-(S1)	(F1)	SE blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	P	1.4 S;lk W	626	aw	34-S3	F1	S blkd; p-line N. Not maintd winters.
Hammond Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE, SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3NNW;hwy E	1100	3	33		INACTIVE. E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W.300' overrun ext N.Use strips.
Hillsdale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	612	3	27-*L4-S1	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd.Use NNE/SSW Strip-emerg. No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts,Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N; pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E, W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ithaca, Johnson's	L	1 ENE; RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27,18-36 rstd 12,500 lbs, gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Anten. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N, E, W blkd. Ruf.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW.Ctn-oil derricks.
L'Anse, Muzzy's Lodge	L	2.3 SSE;RR E	966	3	23		P-line NE, SE. Soft.Skis-wint. Lgt acft only.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd.P-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW; RR S	859	3	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 rstd DC3 acft and smaller.
Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36		P-line N. Use strips.
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd.P-line W.Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE, ESE, WSW, W, WNW blkd; p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd.P-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd, N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE; twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	L	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S strip ruf. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weathe, reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/W Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd.Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE, SE, NW blkd. Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
Marquette-County	L	8.0 W;hwy S	1415	2	27		Not maintained winters-clsd to wheel acft.
(AF) " SAWYER	P	14 S;RR W	1181	1	h73-BL4-S3-U-W	F3	Use rnwy.
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd, P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft. Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N.Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S5-U	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Montague, Ottiger	L	3 N	700	3	28	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd, P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
Napoleon, Maule	P	0.8NW;bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2NW;rd S	600	2	18		N, S, NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
New Hudson, Knapp	L	0.5 SW; RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2S;lk SE	588	2	29-L1-S1	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE; bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2 SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
(PC)Owosso-City	P	2 E; riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Petersburg, Ensign	L	1.8 ESE;RR 1W	680	2	26	(F1)	E, S blkd. Ctn-sand-erosions.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW,E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	25-*L-S5	F3	NW blkd; p-lines NE.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL2,3,4-S5-U-W	F4	UNICOM opers 0700-2200:other hrs on req. 3000' strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N, Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N; riv N	1150	3	25-S1	F1	N, SW blkd. Use strips.
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rapid River, Del's	L	0.3 N; riv E	590	1	15		
Reed City, Miller	P	0.5 N	1040	1	25-U	F2	Unicom 0800-1700
Rexton	L	1.9 WSW;RR N	850	2	22		N, E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
Romeo	P	2 E; lk E	730	2	33-S3	F1	S blkd; p-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	680	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RRS, N	601	3	33-B-S3	F3	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf. Ctn-hole at strips, intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S3	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
Sandusky, Williams	L	5.5 S;hwy E	780	2	18		Fuel on req.
Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W rnwy only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low.Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd, NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE; RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
(PC)Surgis, Kirsch	P	1 NW;RR E	924	3	h36-L-S5	F3	P-lines E, S.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE, SE, SW blkd; p-line NW
Thompsonville	L	1.5 W;riv E	850	2	25		N Blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.6 WNW	625	2	23-S5	F1	N, W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED.
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch	L	0.7ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5ENE;riv NE	950	3	34		W blkd E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv1NE	738	4	23-*L4	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
► Aitkin	L	1.7ENE;Riv W	1204	1	24	(F2)	Use strip.
►(PC)Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F2	
(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F4	P-line NE.
Anoka	P	1.2 SE; riv ISW	896	3	38	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
► Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	F2	S, SE, SW blkd.
►(PC)Austin	P	1.7 E	1237	2	h36-BL4-S5	F2	NE/SW strip soft.
► Backus	L	0.6 NE; hwy E	1335	1	26-S1	(F2)	
►(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F2	AIRPORT OF ENTRY.
(P)BEMIDJI	P	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	
► " Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
(PC)Big Falls	L	2.5NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N; lk E	1346	1	25		
►(PC)Blue Earth	L	3 S; RR E	1102	3	23	F2	
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F3	Beacon oper. prior req.
► Cloquet	L	2.5 WSW	1278	3	32	(F2)	
Cook	L	2 S; RR 1 E	1330	2	22		
►(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30	F2	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
► Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F2	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5NNW;hwy 1S	1430	3	h80-BL4,6,7-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
► Erskine	L	2 ENE; lk S	1241	2	25	(F2)	ENE blkd. Use strips.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1385	4	h32-BL4-S5-U	F4	
►(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L-S5-U	F2	3000' strip avail.
►(PC)Fairbault	L	3 NW; lk 1 W	1052	2	h21-(S5)	F2	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
► Fosston	L	1.5NW;RR SW	1270	2	23	(F2)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
►(PC)Glenwood	L	3.2 E;hwy N	1393	2	24		Use strips.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
►(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F2	Attended summers.
►(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	h41-BL4-S5-U	F3	
► " Otis Lodge	P	7.5 SW;lk SW	1350	2	30-B-U	F3	Closed Dec - March.
► Greenbush	L	1.1 SSW;hwy NW	1070	2	26		
► Hallock	L	1.2NNE;riv W	800	2	20	(F2)	Rolling.
►(PC)Hector	P	0.7 S	1082	2	25-S5	F2	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
Howard Lake, Frank		2 SW					ABANDONED
►(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT OF ENTRY.
► Isle	L	0.5 N	1271	1	23	(F2)	
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
► Karlstad	L	1.1 W	1025	1	26-S1	(F2)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
► Lake Bronson	P	0.5 NE	960	3	26	F2	P-lines S, W, NW.
LeSueur	L	1.5 S; riv W	850	2	24		Rolling.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.8ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv1E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S,E	1179	3	h31-BL4-S5	F2	
► Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	20-S1	F2	Rolling. Ctn-on ridge.
McGregor	L	0.8 N; hwy W	1227	2	23		Use strips.
► Melrose-Riverside	L	1.2NW;rnys,rivN	1215	1	34	(F2)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.8SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF,NG)" ST. PAUL INT'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 17-35 perm. clsd.
► Montevideo	L	2.2NNE;hwy W	1036	2	25	F2	Use strips.
► Monticello	P	1.3NNE;riv SSW	940	2	36-S5	F2	P-line S. Use strip.
►(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25		
►(PC)Mora	L	1.2NE; lk N	1012	2	25	(F2)	NW/SE strip ruf. P-lines SE.
► Morris	L	3 SW	1134	4	31-S1	(F2)	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	36-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Ortonville	L	1 ESE; hwy S	1095	2	24		
► Oslo, Hoff	L	2.8 NE; riv W	800	2	20		Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	30-*L-S5	F2	
► Paynesville	L	1.3 SW	1180	3	24-(S1)	(F2)	P-line N. Use strips.
► Perham	L	1.8 NW; hwy NW	1370	2	25	(F2)	Rolling.
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
► Pine River	L	1 WNW;RR NE	1313	2	20	(F2)	
(PC)Pipestone	P	1 SE; RR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300.
► Plummer	P	3.5 SSE;RR E	1120	1	22	F2	
► Princeton Mun	L	1 W;hwyN,RR E	983	1	23-L4-W	(F2)	
Red Lake Falls	L	3.5 NE; hwy W	1066	1	20		
► Red Wing	P	2.5 NE;hwy N	770	2	21-S3	F2	P-line N Ruf. Rolling. No. storage. Maj engine repairs only.
(P)Redwood Falls	P	1.8NE;riv 15 NE	1022	2	22-B-S3-W	F2	22-B-S1-W
(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	3	h45-BL2,3,4-S5	F4	P-lines N, NE, SW. Rnwy 17 clsd ngts.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERGENCY ONLY). Very ruf.
► Roseau	L	1.6NW; riv E	1040	3	35	(F2)	P-lines N, W. Use strips.
► Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F2	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
► St. James	L	2.3 E; hwy S	1068	1	27	(F2)	Ctn-wet.
St. Paul Lake Elmo	P	10.2 ENE; lk W	925	2	h23-*L4-S3	F2	
St. Peter	L	2.4NNW;riv1E	900	2	22		P-line S. Rolling. Use strips.
► Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F2	
► Silver Lake	P	3.2 NW	1050	1	26-S1	F2	Rolling.
►(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	26	(F2)	
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
► Springfield	P	0.9SW;hwy N	1073	2	22-S3	F2	Rgt tfc.
► Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	(F2)	
► Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F2	P-line NW, SE. Use strips.
Staples	L	1.5NNW;RR SSW	1298	3	22		Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F2	Lgts prior req after 2400.
Tofte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
► Twin Valley	P	1 W	1050	1	26-S3	F2	P-line N. Use strips.
► Tyler	L	1.4NW;RR SW	1742	3	21	(F2)	P-line SW.
►(PC)Wadena	P	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
Walker	L	5 NW; lk E	1364	1	26		
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
► Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F2)	
►(PC)Warroad	L	2.3 NNW	1071	2	23	(F2)	
► Wheaton	L	3 SW; crk N	1022	2	20-S1	(F2)	Use strips.
► White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F2	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
►(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F4	
►(PC) Worthington	P	1.6N;lk1.5SSW	1572	4	h40-BL4-S5	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
Barnesville	L	In City Limits	1018	1	25		
Benson	L	2.0 NW	1038	1	26		No Storage.
►(NG) St. Paul Holman	P	1.5 mi S;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

MISSISSIPPI

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
Aberdeen, Stinson	L	3 NW; hwy E	239	3	30-(S1)	(F1)	W, NW, blkd; p-line N. Ruf, Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW; hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Bay St. Louis-Hancock Co.	L	2 W; hwy S	10	1	22		Ctn when wet. Use at own risk.
Baldwyn	L	0.5 E; rd S	360	2	14-(S1)		Soft-wet. E/W strip ruf. Cattle on fld.
Belzoni, Turner	L	2 SW; hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unattended winters.
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
Biloxi, Rogers	P	4 NNE	646	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE		1	30-S1		Soft when wet.
(PC)CLARKSDALE, Fletcher	P	8 NNE; hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26		
Columbus, Lowndes County	P	3.2 SE; hwy W	186	1	40-BL4-S1	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
Crosby Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S; hwy E	300	1	26-(S1)	(F1)	
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No storage. Soft-wet.
" Cypress	P	2.4SSW;hwy W	120	1	26-S5	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	L	4.3 E;hwy S	118	1	41		Irregularly attended. No service to public.
(P)GREENWOOD MUNICIPAL	P	2.3 SW; RR E	129	3	h40-BL4-S3-W	F3	P-lines E, SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N; RR S	207	3	h5;-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
(PC)Hazlehurst-Copiah County	L	1.8 E; hwy N	460	1	24		
" Kaywood Plantation	L	8.2SW; rd E,N	485	1	25		Ruf, Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd, Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20, 16-34R clsd to hvy acft. Use rnwys.
Kosciusko	L	1 WSW; RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
Leland, Checker	L	3.6 SSW;hwy E	118	1	16		Irregularly attended. P-lines N.
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft when wet.
" Tate	L	1 NNE; hwy E	119	2	13		Ditches across E/W strip unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE; rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Lyman, Woodome	L	3.5 WNW	110	1	20		
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5E; RR, hwy S	425	1	20		INACTIVE
(P)McComb-Pike County, 8C, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rft tfc SW.
(NG)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
Merigold	P	0.8 N; hwy W	142	1	16-S3	F1	Soft-wet.
Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-U	F3	
Newton, O'Keefe	L	1.5ESE; rd N	363	2	22		INACTIVE
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S; hwy adj	300	2	30		Use ctn, SE, NW blkd. Ruf, Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4	F1	Cattle on fld.
Pertshire	L	0.4 S; hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwyE	75	1	22		P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	5	23-(S5)	(F1)	W, NNW blkd; p-line N, NE, E, S. Cattle on fld.
(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Ripley	L	1.8 W; hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
(AF)Starkville	L	2.5 SW; RR NW	325				Caution
Starkville, Oktibbeha	P	8 ENE; hwy E	250	3	30-S3	F1	
Tunica, Mocarter	L	7.5NNE;hwy W	210	1	19		INACTIVE.
(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use rnwys.
Tutwiler, Strange	L	0.7SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
(PC)Union	L	1.6NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE, NW, SW.
Winona	L	1 SSE; RR W	370	1	27		Very ruf.
Winterville	P	0.5 W; hwy W	122	2	24-S3	F1	E blkd. Soft when wet.
(PC)YazooCity, Barrier	P	2 N; RR E	110	2	32-BL4-S5	F3	

NEW AIRPORTS (or airports out of alphabetical order)

Indianola		1.5 mi NW		1	24	F2	Hours of attendance unknown.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

MISSOURI

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	L	1 SE; RR N	1038	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable when wet.
Bowling Green	L	2.3NNW;hwy E	882	2	22	F1	S blkd. Use strips.
Branson, Golf Ranch	L	3.0 E	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Brookfield, Browne's		2 WSW;RR 1 N					ABANDONED.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
Buffalo	L	0.6NE;hwy W	1120	1	19		Use strip.
Butler	P	2 N; RR W	870	1	26-W	F1	
(PC)Cabool-Memorial	L	0.8NE; RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE; RR N	760	3	h25-BL2-S5	F3	4000' strip avail. 15' hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat on tk-off or lndg to S other times left tfc pat. Use strips. Taxi on rnwy when fld is wet.
Craig	L	0.4 SW;hwy E	866	2	20		
DeSoto, Cole	L	8 S; lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-line E. Rgt tfc NE/SW strip.
Elmo	L	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle on fld. Use strips.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Farmington	P	1 ESE;hwy N,E	920	3	32-BL4-S5-W	F3	Rgt tfc N,E, SE. P-line E, N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	L	3WNW;channelW	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Harrisonville, Mid West	L	3.4 S; hwy W	900	1	18	(F1)	Use strip.
Hayti	L	1.5 SE; rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-Memorial	P	1.3NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,6-S5-U-W	F4	Use rnwys.
Kahoka, Montgomery	P	0.4ENE;RR S	700	2	20-S1	F1	P-lines NNW and SSE. Use strips.
(P)KANSAS CITY	P	5NNW;riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F2	N, NE, NW, E blkd. Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F1	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S strip ruf. N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip W end of fld clsd. W blkd. 2800' strip avail.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5W; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	882	2	h25-*L4-S3-U	F4	N, W blkd. 3550' strip avail. E W strip soft when wet.
(PC)Osage Beach, Linn-Creek-Grand Claize Mem'l.	P	2 mi N	876	1	30	F1	Attended week-ends only.
Owensville, Depperman	L	0.7NNW;hwyS,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	P	4.3 E; hwy S	330	1	h40-BL4-S3	86	Use rnwys.

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					MISSOURI		
Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	16		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.2 N;hwy 159E	470	3	30	81	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW	822	3	h60-BL24,5,6-S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,5,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
► " Southwest	P	12.5SW;hwy S	450	3	h20-L4-S5	F1	Rgt tfc W, S, SW. Use strip. 2000' hardsurfaced plus 1600' sod avail. Rnwy lgts sunset-1:30 am.
(N) " Smartt	L	22NNW;hwy S	438	8	h20-S1	F1	Clsd transient acft. Tests conducted.
" Starling Arpk	L	14 SSW;riv N	420	2	23	F1	P-line E edge. Trees W, SE.
" Suburban	P	16 NE	442	2	32-S5	F3	P-line S.
" Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	3	h16-BL4-S5-U	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5-U	F1	W blkd. Use gravel strip-wet. Rgt tfc E, N.
Sedalia	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips.
(PC)Sedalia Memorial	P	2.3 E; hwy S	908	2	h20-B	F2	Use rnwy only. Turf soft.
(PC)Seymour, Owen	P	3NE;OrchardSE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N	846	2	21		Unattended.
(P)SPRINGFIELD	P	5.5WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
Stanberry, Enyart		1.2NNE; hwy W					ABANDONED.
Stanton, Meramec Cavern	L	0.5 SW; hwy E	8752	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5WNW;BayouN	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips. Usable width 100'
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, rolling.
Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Grain Valley		W city limits	800	2	h24-S5	F1	Open days.
► Branson,Big Bass Lodge	P	5 mi ESE	950	2	26	F2	Caution when wet.
					MONTANA		
Augusta	L	2.8SSE;hwy W	4118	4	30		P-line W
(PC)Baker	L	1.3 SE;lk N	2990	3	37-S1	F1	N blkd;p-line S, W, NW. Dams ESE. Soft when wet.
Basin Creek USFS	L	24 NE;Seeley lk in crk bend.	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25NNE Seeley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
Big Timber, 13-A, HLN-MPS	P	2.5SSW;hwy N	4493	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h86-BL3,4,6-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S, W	3500	4	29		NE, NNE blkd. Cattle on fld.
Black Bear USFS	L	39NNE Seeley Lk;riv adjE, S	4200	1	22		CLOSED
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL,4-S5-W	F4	
Brady, Woods	P	23.5E, rd S, E, W	3350	4	24-S5	F1	
Bridger	L	0.3W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N, E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W. Rgt tfc E. Ruf.
Condon USFS	L	19 E Ronan; riv SW	3690	1	27		
(PC) Conrad	P	1.2W;rds N, S	3537	2	30-S1	F1	Caution when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					MONTANA		
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld. P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1990	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv 1E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY
(PC) Deer Lodge	L	1.5W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
►(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	45-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy E, S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet. Fuel on req.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
Forsyth	P	3E;RR N	2726	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
Frazer	L	0.7NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2WNW;hwy N	5300	1	36-S1	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8W Chateau	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY
Gregson, Rainbow Skyport	L	1 N;RR E	5030	2	40		INACTIVE. ENE, WSW, NW blkd. Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	
Harlem	L	2.3 NNE;rd E	2560	3	h25		Cattle-fld.Ctn-SW cor NNW/SSE strip. P-line S. 4000' strip avail.
(PC) Harlowton	P	1.5NW;rd S, W	4714	3	29-BL2-S1	F3	
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
HELENA	P	1.9ENE;hwy S	3882	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs single wheels. Rnwy 11-29 rstd 70,000 lbs dual wheels. Rgt tfc W, SW, NW.
" Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hingsdale	L	0.8 SSE; RR N	2180	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E; hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
Meadow Creek USFS	L	21-ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A) MISSOULA, County	P	5.3 WNW,RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, rd N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	3	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Richey	L	0.5 E; RR N	2490	1	14	(F1)	Ctn-gopher holes. Ruf. P-line W.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2456	3	33-L4-S5	F1	Ruf.
Seeley USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1 S;RR SW	2762	1	34-L4-W		Code bcn.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1. 1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3. 2 ESE, RR N	2460	1	24-BL4		
Three Forks	L	1. 2 SW;RR NW	4060	2	34		
Townsend	L	2. 2 ENE;hwy S	3900	2	42-B*L4	F1	P-line S. Use rnwys. Ditches, vegetation.
Troy USFS	L	1. 3 NW;riv E	2017	1	26		Ruf, holes. Experienced pilots only.
Turner	L	0. 5 NNE	3040	2	28-S3	F1	
(PC)Twin Bridges	L	1. 5 SE;RR SW	4772	3	32		
Twodot, Moore	L	4. 5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0. 6 S;lk S, W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4. 3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1. 3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos.
" Watkins Creek Ranch	L	13. 8NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6. 7 SW; RR N	4674	1	59-BL2-W		
White Sulphur Springs	L	3. 2 S;hwy E	5060	3	36		W blkd;p-lines E, SW. Ruf.
Wibaux	L	0. 8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1. 8 SSW;rd E	6126	2	26		W end E/W strip ruf. P-line E.
(PC)WOLF POINT	P	3 E;hwy N, E	1980	1	48-BL4-S5-W	F1	P-line NW.
← Anderson	P	0. 8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4.0 NW	1807	1	12-*L1,4-S3	F1	DANGER-SHORT FLD; E blkd. Use strip.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5	87	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd. Soft-wet. Use strips.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Auburn	P	2.7 E; riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora , Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1318	4	h38-BL4-S5-U	F1	E, NE blkd. Use conc rnwy wint. Lgt ac ft use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
Benkelman	L	1.2NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	L	3.0NNW;hwy W	1079	2	27-B*L4-(S5)	(F1)	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	P	3.0 NW; RR S	3693	3	29	F2	Clsd October thru April.
Broken Bow	P	2.0 N	2530	3	30	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
←(P)Chadron,15, CYS-HON	P	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE; RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;damNE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC)Curtis	L	2.0 ENE;crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
Enders-Dam	L	1.0 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
(PC)Fairbury	P	3.0 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S, SW, W, NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips. maint - not to be used.
(P)GRAND ISLAND	P	3.6 NE;RR 1 W	1846	3	h72-BL4,6-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not ↑
" Roush	L	2.0 S SE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.

h-paved rnwys. B-rotating lgt L-lighting facilities S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Hartington	P	1.8SE;RR, hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1817	3	h77-B		
(PC)Hastings	P	2.3 NW;RR 1 S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3831	1	28-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0E NE;RR S	2310	3	34-BL4-S5	F1	P-line SE. Use strips.
Hordville, Bankson	L	1.5 W	1900	1	17		
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3.0 S;hwy E	4900	3	29-B-S1	F1	P-line N, NE. Use strips.
(P)Lexington	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5U-W	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6WNW;RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip available.
(PC)" State	L	8.5 NNW	2784	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1.0 W; RR adj.	3220	2	h19-(S1)		Use runway.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	22-S3	F1	Cattle on field
(PC)Neligh	L	1.5 SSW;hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3.0 S SW;RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P)N.PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h66-BL4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs. Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1248	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
" N. Omaha	P	8.0NNW;hwy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	8.5 S SW;RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Oshkosh, Buck	L	0.4 SW;hwy N	3400	1	27		E,SE blkd. Soft-wet
Papillion, S. Omaha	See	Omaha, South Omaha Arpt.					
Paxton, Lierley	L	4.6 SSW	3320	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.5NW;RR, hwy S	4387	2	22		(EMERG ONLY). Ruf. Use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	L5SE;hwy adj SW,					ABANDONED.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan County Dam	L	2.0WSW;riv 1 S	1980	1	30		N blkd. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED.
Scotia	L	1.6 W; riv E	1930	2	22-S3	(F1)	N blkd. Unattended.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR 1NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P)Sidney, 50D, SLC-OMA	P	3.0 S; hwy N	4300	3	h28-BL4-S5	F3	Soft-wet. 4800' strip avail.
Stapleton, Brosius	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	L	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE;riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 WNW;RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC)Trenton	P	1.2 NW;RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED).
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Valley	L	1.4 WNW	1145	1	22-(S1)	(F1)	
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW, blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC)Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1.0 E;hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
NEVADA							
Alamo, Pahranagat	L	0.7 W	3719	2	26		Ctn - not maintained
(PC)Austin	L	7WSW;hwy SE	5728	2	h60		
Baker	L	2.3 SSE;hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W	F2	
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3710	1	55-BL2		Unattended
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Not maintained.
Carlin	L	1.8 NE;hwy S	4950	2	19		Ctn - winters
Carson City	P	3.1 NE;hwy 50E	4751	3	51-S1	F1	WNW blkd;mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100' WNW ESE strip.
Coaldale	L	0.6 WNW;lk W	4575	2	29		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW;hwy W	5600	1	35		Emerg. only
(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(P)Fallon	P	2.5 NE	3962	2	h50-BL4-S1	F2	
(PC)Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Gabbs	L	4 NW;hwy NE	4698	2	60		Ctn-not maintained, hazardous
Gerlach	L	0.3 N;hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5E Moapa;hwy S	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW;hwy SW	4255	3	67-S1-W	F2	
Jean	L	1 SSW;hwy W	2833	1	45		Emerg only
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5WSW;hwy NS	2650	2	50		
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwy W	3908	2	h55-BL4-S1-W		
Lund	L	0.5NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk, Ruf. strips.
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2, 4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
(NG)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110' unlgtd, unmrkd trees 2200' N rnwy 16
" Sky Ranch	P	10.9 NE;hwy W	4528	4	50-S5	F2	Ruf.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
" Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks, Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
→(P)TONOPAH	P	5 mi E	5426	2	h89-BL4-S1-W	F3	
" Lambertucci	L	3.2 WNW;hwy S	5664	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities S-servicing aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
→(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S5-U	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2WNW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin		1.5SSW;RR E					ABANDONED.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5	F2	Rolling
Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		S 450' soft, bare. S blkd. Ruf.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.S; RR W	482	2	h40-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island N, S blkd.
→(P)LEBANON	P	3 WSW	608	2	h40-BL4-S5-U-W	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only;E,W blkd;p-line SE;bushes NE
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h35-BL2,4-S5-U	F3	300' unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F1	
N.Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW; hwy E	320	1	20	F2	Rgt tfc SE.
Plymouth	L	3.5WNW;riv S	506	1	20		
Rochester, Skyhaven	L	2.8 ESE;RR E	320	1	25	F2	Private. Rgt tfc N.
Warren, Morse	L	1.NW;rd adj NW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	(F2)	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwy W	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N
→ Bargaintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	25-*L4-S3	F1	S blkd. Rolling. Soft-wet.
→ Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	280	2	24-S5-U	F1	E, W blkd;p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	3	h18-BL4-S3-U	F4	3800' strip avail, Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8ESE;hwy N, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	E, W blkd;p-line NNW, SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22;rgt tfc to NW on tk-off on rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F2	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No storage.
Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E	560	3	30-S3	F2	
Hanover	P	2.8 NNE;riv E	170	1	25-*L4-S3	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd;p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4, 6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintained.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5	F1	P-line NNW. length.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp Asbury Pk Air Term	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
(NG) NEWARK	P	2.5 SSE;RR W, E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW:RR E	125	2	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W, No E tk-off.
(PC)Ocean City, Clarke	P	1.7 WSW;bay W	8	1	34	F1	Rgt tfc S, W.
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd.
Patterson, Totowa-Wayne	P	4.8 W;RR W	185	1	26-S5	F1	
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr, Lnd at own risk, NE blkd, No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed, E Blkd, Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE, Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N;hwy adj	160	2	23-*L1-S3-U	F3	SE blkd;p-line E.
" -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield		2 W;rd S, W					ABANDONED.
Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	180	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S;hwy; RR E	80	2	26-S5-U	F3	N,S, W blkd,Clsd to acft over 10,000 lbs xcpt prior req.
Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	2	31-*L4-S5-U	F3	N blkd. Use strip, Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips,Atnd wk-ends and on call.
TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W	F4	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip activity xcpt by special permission.
(PC)TRENTON, Mercer County	P	5 NW;RR SE	211	3	h40-BL4-S5-U-W	F4	PC for Navy only. FEE. Rnwy 2-20 clsd-use as taxiway.
Tuckerton, Mathis	L	0.9 W;lk E	20	1	23		Lnd at own risk, W blkd.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR, hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer Only.
(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33		Twin-eng acft use concrete, Asphalt ext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
NEW MEXICO							
Alamogordo	L	2.4 Nbet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	(F2)	Ctn-loose sand, Use strips, Ruf.
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" Kirtland AFB	P	3.8 SSE	5352	4	128-BL4,5,6S5-W	F4	Open to civilians, 2-way rdo rqrd.
" West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4900	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails, Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;rivN, E	5100	3	38		Mtn NE,Cattle on fld.
Cimarron, Philmont Scout Ranch	L	2SSW;rd E	6450	1	36		Antelope on fld, Use strip, Ruf.
(PC)Clayton	P	1.5E;hwy N	5050	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf, Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED, P-line S.
COLUMBUS,34,PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW;hwySW	6429	3	57-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY).DANGEROUS, N,W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip.Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook'a	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(P)Deming	P	2.5 ESE;hwy N	4314	5	h81-BL4-S1	F2	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
Des Moines, Smith	L	15.5 E	5800	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6250	3	27		Ruf.
Drolet	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	8800	2	83		NE blkd,Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW;lk W	7114	3	42-BL2		Ruf, Soft-wet

A-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Espanola		8 NNE;hwy NW					ABANDONED.
Farley	L	0.5 SSE;RR N	6030	4	26		Cattle on fld, Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1.3S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR, hwyS	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-W	F3	
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	L	6.7 NNW;RR NE	3707	4	h88		
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails, Ruf, Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE;RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	82-S1	91	P-line WNW. Use strips.
Lovington, Lea County	L	3 W;hwy S	4000	2	h40		loose rocks.
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW;mtns NE, ENE, Ctn-
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	8160	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft, Ruf,
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf,
(PC)Portales	L	2.2 W;hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft, Ruf,
Prewitt	L	1 NE;RR S	6900	1	29		P-line W, Ruf,
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E, Cattle on fld,
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd,
(PC)RATON, Crews	P	11.5SSW;hwyNW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED, NOT MAINTAINED.
Reserve	L	0.5 SW	5840	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld, Hills N, S,
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8WSW;hwy2 E	6344	3	h63-BL4-S5-W	F4	Lgtg rnwy 10-28 perm discontd.
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h56-BL4-S1-W	F3	
SOCORRO	P	2.5 S;hwy E	4796	1	h58-BL4-S1	F1	Unlgtd knoll S
Springer	L	0.7NE;lk4.5NW	5990	4	30		Cattle on field, Ruf,
" Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos, Zia	P	4.5WSW;hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd. Use rnwys.
Amityville, Zahns	P	2 NNE; RR NE	80	2	h42-BL4-S5-U-W	F4	E,W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-S3	F3	
Bayport, Davis-Edwards	P	1.3NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N,NW.
➤ Bethpage, Grumman	L	0.5 W; RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0700-1830E, Mon-Sat only.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnwys.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
(P)BUFFALO	P	6.1 ENE; RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd.P-line N,SW. Use rnwys. E/W,N/S rnwys clsd ngts.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Attnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5	F2	E/W strip closed.
Corinth	P	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW,SE blkd; p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		Closed. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Dolgeville	P	1 NE;hwy SW	930	1	15	F1	
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	40	3	h42-*L4-S5-U	F4	P-line NNE, Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft.Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Attnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
➤ Geneva, Scenic Aire Park	L	3 S; lk E	550	2	25-S3		
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Attnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N; RR W	420	1	20-*L4-S5	F1	
Greene	P	2 SSW; riv E	935	1	26-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	18		Rolling, rocky.
Hauppage, Smithtown Aviation Country Club	P	1.0 W	50	2	21-*L	F2	NW blkd; p-line SE.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
Ithaca, Cornell University	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-BL4-S5	F3	
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FLD). E blkd.
Keene, Marcy	L	2.5 S; riv E	969	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	20-S1	F1	S blkd.
Lake Placid	P	2 SE; hwy S	1744	2	35	F3	
Lakeport, Oneida Lake	P	0.4 WNW; lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Attnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Attnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
➤ Mahopac	L	2 WNW;hwy S	685	1	20-S5	F1	SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W; hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	L	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint.Attnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N; RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
Montgomery	L	1 SW; RR E	393	2	22-(S1)	(F1)	Attnd wk-ends only. N blkd; TV ant NNE.
➤ Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	38-S5	F1	SE blkd.
Montour Falls, Martin	L	1 NE; RR W	460	1	20		
Nedrow	P	6.0 S		1	21-S3		N blkd.
New Baltimore, Farley's	P	1.6 S; riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N, W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
New York, Flushing	P	8 ENE Empire State Bldg	4	aw	29-S5-U		SW, SSW blkd.Rgt tfc N, NW turn left after lndg.FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd.FEE. clsd mil acft xcpt those carrying high gov't offs. No 80 oct avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N, E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
" Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd.P-line SE. S end N/S strip ruf. Rgt tfc N, NE, SE, E.
" Staten Island	P	15.5 SW Empire State Bldg	45	2	h35-S5	F2	
(N,AF,NG)Niagara Falls	P	5 E; RR 1,4 N	590	5	h76-BL4,6,7-S3	F4	N/S rnwy clsd to hvy tfc. 2-way rdo rqrd. Jet operns.150,000 lbs on 27R-9L only. Overrun lgts.
" Colonial Village	L	5 NE; RR S	625	2	23		S blkd.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vcnty.
(PC)Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW; RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E; RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW blkd;p-lines SSW. Attnd wk-ends, holidays.
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-L2,4-S5-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Attnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Closed winters.
Ripley	L	1.4 WNW;lk NW	650	3	22-S1		P-line NNW.
(P)ROCHESTER-Monroe Co.	P	3.7 SW;riv SE	560	5	h50-BL4, 6-S5-W	F4	ARPT OF ENTRY.Rdo rcvr rqrd ngts.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F3	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4, 6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.Comb opern with seaplane base

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2 SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmore-land Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
Sidney	P	1.0 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley, County	L	1.0 E; RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE. Lgt acft. emerg. only.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE;rd N	421	3	h68-BL4,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf. Mtn W to NW.
Troy	P	2 SSE; hwy W	335	3	29-B*L2-S5	F1	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8WNW;RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W. Break on N/S strip.
Walden, Newburg-Walden	P	2.2 SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd.FEE. No services Mondays.
Wallington-Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E,NE,S,SE,W,NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E,NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	P	2 S; hwy E	277	3	18-S1	F3	NE/SW strip closed.
(NG)WHITE PLAINS, West-chester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE; RR SE	560	4	29-S5-U	F1	N, NW blkd; mtns E, S, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
➤ Calverton-Peconic River	L	2.0 W	75		H100-BL6		Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only.
NORTH CAROLINA							
Aberdeen	L	1.2W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie, Jernigan	P	3.0S	125	1	22	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June.
Ahoskie, Moto	L	3.3N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5ESE;RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews, Murphy	P	2.2W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE;RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S,SW.
" Owen's	L	2.3 SSW;riv SE	1979	1	30		Rgt tfc E. E,W blkd.
(PC)Barco Flight Strip	L	2.4W	19	1	h40		8000' strip avail. P-line SW
(PC)BEAUFORT-Morehead City	P	1 N;riv N, W	13	3	h42	F3	
Black Mountain	P	1.8WSW;lk NW	2668	1	34-S5	87	Rgt tfc WSW.
Bladenboro	L	0.7NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4.3W	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1E;hwy N	710	1	21-(S3)	(F1)	
Chapel Hill, Hogan	L	3.8NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3NNW;lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F2	P-line SSE.
➤(NG)CHARLOTTE, Douglas	P	5.5W;hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 gross weight.
China Grove	L	2.5;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	560	1	26		ENE blkd. Rolling
Durham, Bryan	L	8.1NE;riv N	310	2	26		NE blkd; p-line WNW.
Eagle Springs, Parkers	L	2 NW;RR,hwy S	700	1	36		SW blkd. N side soft.
Elizabeth City	P	4 SW	15	3	28	F1	Caution in lndg-ruf.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Elkin, Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
Erwin	P	1 SW;riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE, Grannis	P	4E;riv 2 E	188	3	h48-BL4-S5-U	F3	
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	L	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
" Lynwood	L	1.3 SW	820	1	h16-S5		NE end ruf.P-line SW,NE. Irregularly attnd.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW;hwy SW	928	2	05-BL4,5,6-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW;riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W;hwy S	15	1	18		Closed - private use only
(P)HICKORY	P	2.2W;riv N	1167	3	h44-BL4-S5-W	F3	
High Point, Fraley	P	2.5 SSE;RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD.
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kannapolis	P	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7NW;RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain, Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval. Lmtd svcg facs.
" Jackson	P	3.7 SW;crk W	40	2	25	F1	Rough - caution.
Lexington	P	2.3 SW;RR W	735	1	34-S5	F1	
Lillington	P	1 NNE;hwy W	210	2	20	F1	E,NW blkd.
Lincolnton, Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5	F3	
Marion	L	2.3N;riv N	1211	1	36		
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F3	P-lines S,SE,W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
" Miller's	L	4.8 ENE;hwy N	875	1	18-S3	F1	P-line N. E side strip hazardous.
Morganton, Lenoir	L	7.5NE Morganton	1253	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mount Holly	L	2.8NW;RR E	850	1	20-(S3)	(F1)	Attnd Sats, Suns, Evenings only. No storage.
(P)NEW BERN, Simmons-Nott	P	2.5SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling
Raeford, Upchurch	L	0.5NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F3	P-lines SE,W.
➤(P) " -DURHAM	P	10.5NW;hwy NE	435	3	h55-BL4,6,7-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville	P	3.0 SE	822	3	25	F1	P-line SE.
" Warf	P	3.8SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW;hwy N	250	3	32-B*L4-S3-U	F1	Lndg areas only 3030' ngts.
Robersonville	P	0.5 E	20	1	23-S3	F1	
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3N;RR E	97	2	h40-BL4-S5-W	F3	P-line SSE
Roxboro	L	7 NE;hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	19-S1	F1	NE,SW blkd. Rough.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N;hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of svcg.
Spindale, Mills	L	8.5SE	1000	1	h29	F1	
" Rutherford	L	1.5SSE;hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
Stanfield	L	1.3N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6WSW;RR ESE	991	2	37-B-L4-S5	F3	
Sylva	L	2.9NE;RR SE	2179	1	22		NNE,SSW blkd. Rgt tfc NNE,SSW.
Wadesboro, W&L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.8N;RR SW	38	3	h50	(F1)	Rgt tfc rnwys 23,29,35.
White Lake Beach	L	0.2NW	75	2	18		INACTIVE. N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW;hwy E	161	3	h45-*L4-S5	F3	Bcn prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8NNE;hwy W	969	3	h66-BL4, 6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.5SE;lk NE	2000	2	21-*L	(F2)	Hills S.
Ashley	L	1 SE	2030	2	40-L2	(F2)	
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	(F2)	
Beach	L	0.8NNW	2814	2	30	(F2)	ENE blkd.P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F2)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
(P)BISMARCK	P	2.5SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd.N/S rnwy clsd ngt operns.
Bottineau	L	1 N;RR W	1670	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F2	P-lines N,NE,NW.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F2	Ruf. Holes.
(PC)Cavalier	L	0.7SSW;hwy E	889	1	21		300' SE end unusable. Caution-ruf & poorly mrkd. Emerg only.
(PC)Columbus	L	0.7 SW	1930	3	26-B	(F2)	E blkd.
	L						
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F2	Bcn prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1950	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F2)	P-lines N,NW.
Dunseith	L	1.5 S	1685	3	27		
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd; p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24		
(NG)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S 5-W	F4	1000' overrun N end 17-35.
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F2	
Garrison	L	1 ESE	1920	3	23		Unattended.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6WNW;RR S	836	3	h49-H,2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)		NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1805	4	27	(F2)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2180	2	21	F2	P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)		
Hettinger	P	1.2 NW;RR S	2675	3	32-*L4-S5	F2	N, NW blkd. Hill S. Ruf. Use strips. Caution-apch from N,NE, NW.
Inkster	L	1.5 SW;RR SE	1055	3	26-(S1)		
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6 -S5-W	F3	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd; p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)		P-line WNW Caution - very ruf & unrmkd. Emerg only.
Kindred, Hamry	L	0.4 E	940	1	18	(F2)	
Lakota	L	1.5 SE	1515	1	33	(F2)	
Langdon	P	1 W	1608	4	20-L4	F2	N blkd; p-line NE. Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F2	S blkd. Rolling. Caution-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26	(F2)	P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F2)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20	(F2)	Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20	(F2)	SE blkd. Rolling.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F2)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24	(F2)	Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Minot, Flying S Ranch	P	5.5WSW	1840	2	38	F2	
(P) " PORT O' MINOT	P	1.6 NNE	1723	3	h58-BL4, 6,S 5-W	F4	Unlgtd poles 1900' NW.
Moffit, Edwards	L	1.8NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26	(F2)	P-line S, SE.
Mott, Wyman	L	0.8 S; hwy NW	2495	3	28-(S1)	(F2)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F2)	Trees N, E.
New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4	F2	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	26	(F2)	
Noonan	P	0.5 SE	1980	3	20	F2	NE blkd.Caution-weeds. Use strips.
" Border	L	7.4N;hwy E	1900	2	26		E blkd; p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F2	Caution - center of strip washed out.
Oakes	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N. Caution - ruf & unmrkd. No wind indicator. Emerg only.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F2)	
" Hartley	L	0.7 ESE	1100	2	26		S blkd.
Park River	L	1 NE;RR SW	960	3	18-(S1)	(F2)	P-line W. Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-BL4	(F2)	Use strips.
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	F2	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E. Rolling. Holes.
Ray	L	0.7NNE;lk E	2160	2	21		
Reeder	L	Adj S	2950	2	25		
Rolette	L	0.3 W; RR E	1600	1	15		SSE blkd. Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Rolla	P	1.5N;RR SW	1818	2	24-B-S1	F2	
Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F2)	
Sarles, Olson	L	3.3SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E, NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W.
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd. N/S strip ruf. Use strips.
(PC)Stanley	L	1 SE	2220	1	21-B		
Tioga	L	2 ESE; RR N	2240	1	26	(F2)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F2)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1450	2	20-*L		For offical government use only.
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
Wahpeton	P	1 S; RR W	966	2	27-B-S5	F2	P-line NE. No storage.
Walhalla	P	1 NE; hwy W	952	3	26-L4-S3	F2	P-line NW. Lgts on req after 2400.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F2	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F2)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W; RR SE	1910	2	26-S3	F2	
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
" Wright	P	2.8 N	1910	4	26-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd-evenings, week-ends. Use strip. Soft-wet.
(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE, ARPT OF ENTRY.18R-36L at own risk.
(P) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4, 5-S4-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N, S, W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E, SW.Rolling.Bcn prior req.
" Birtalan	L	2.ESE;hwy S	1077	1	23		Unattended
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended, FEE, Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwy N, E	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd. P-lines E, NE. Use rnwys. Rgt tfc take-off;lndg S, SW. Rgt tfc take-off N, W, SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
Bucyrus, Port Bucyrus	L	2.S;RR W	1000	3	26	F2	NE blkd; p-line W.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
Cambridge	P	2 N;hwy E	807	2	26-L2-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W
Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5.S;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3.E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips, p-line N, trees SE.
Chesapeake, Huntington	P	2.WSW;riv S	560	1	h28-*L4-S5-W	F4	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
(P) " GREATER CINCINNATI	P	10.5W; riv 2 SSW	890	4	h55-BL4,5,6-S5	F4	Use rnwys. 2-way rdo rqrd.
(P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E, W blkd.
" Watson	P	9 NE	870	3	26-S5	F3	Use E/W strip when wet. E blkd. Rgt tfc E, NE, SE.
Circleville, Elsea	P	1.6 N;RR W	707	2	24	F1	P-line S, SE.
" Thomas	L	2 WSW;hwy N	666	2	26		
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	Rnwy 5R-23L usable lgt acft only.ARPT OF ENTRY
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE, W blkd;p-line E.
(PC) " Lakefront	P	1 N	584	1	30-S3-U	F3	FEE.Avoid stadium.Call CLE rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	Lnd & taxi on rnwys only.
Columbus, Clickenger	L	6.2 SSE;RR E	752	3	27-S3-U	F2	P-lines N, NE, NW. Rough.
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N, NE, NW, N/S strip clsd.
" OhioState University	P	8 NNW;riv W	900	4	h22-B*L4-S5-U	F2	Use strips.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

OHIO

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	2	20	F1	Ruf off strips. Use rnwys. Ctn.
← " Sullivant Avenue	P	6 WSW	860	1	h33-L4-S5-U	F3	N, NE, NW blkd;p-line E. Ext ruf. Use lgts NE end.
Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy, crk	760	1	13		N blkd
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4,6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use rnwys.P-lineSE
Dayton, Dahlo	P	8.5 W;hwy S	925	3	33-S5	F1	S, SW, W blkd.
" Neff	L	6 SW	720	3	17		
" Montgomery Co.	L	11 S	960	1	18		Hwy and p-line W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F3	4000' strip avail. S blkd.
Delaware	P	2.6 SW;RR N	960	2	h16-S1-U	F2	2500' strip avail. P-line S. Ditches.Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Elyria	P	1.5 SSW;RR NW	745	3	22-S1-U	F2	E and NE blkd.
Findlay	P	1.5 SSW;hwy NW	800	2	h50-BL4-S5-W	F4	Rgt tfc E.Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
↑ Fremont, Slager	P	2 NW; RR SW	630	3	27-S3	F2	E, NE, SW blkd. P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Welker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bethwys	1081	4	28-*L1-S5-U	F1	W blkd.Rolling. 2800' E/W strip under construction, usable-dry, E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE; RR S	631	2	38-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
← Hudson, Mid City	P	2 S	1080	3	31-S1	F1	Closed - reverted to industrial use.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
← Kent-State	P	2.8 W; hwy S	1120	3	33-S5-U	F3	S, W blkd. Rolling.
Lagrange,Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders, 5500 lbs gross weight.
Lake Milton, Milton	L	0.4 W; lk W	980	2	17		E blkd, Ruf, rolling.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W, Use rnwys.
Lenox	P	7, S Jefferson	940	1	22	F2	E & W blkd.
LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW; RR NE	830	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
← Lorain	L	2 WSW;RR N	610	2	29-S3	F1	NE, SE blkd.
" Sky Port	P	1.5 WSW; RR N	610	2	29-S1	F3	SE, SW blkd,p-line NW. Soft-wet.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5NW;hwys E,N	970	1	22-S1	F1	P-line WNW
← (NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4-S5-W	F4	Rgt tfc rnwy 9. Use rnwys, strip. 2-way rdo rqrd
Maplewood, Shaw	P	5 W	980	2	21	F1	Bldg S. durg darkness.
MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.6 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE, S. Soft-wet. Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E, W blkd. Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
Minford, Knore	P	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
Mingo Junction, Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
(PC)Mt.Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling.
Napoleon	L	1 N; RR SW	680	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only.NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	850	2	18		Rolling.
← New Lexington	P	1.5 S	1052	2	18-S3	F2	Narrow at intsxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	950	1	22	(F1)	Rolling.
North Bass Island-Isle of St.George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E, N/S strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
North Lima, Elser	L	1.2 NW;hwy E, S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
← Oak Hill,Swann Fld	L	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-B-S1-U	F1	3600' strip avail.E blkd; p-line N.
← Portsmouth, Raven Rock	L	3.5 WSW; rivSE	535	1	22	F3	Rgt tfc NE. Unattended.
Put-In-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd. NE end soft-wet. FEE all acft.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
Sandusky	P	3.9 SSE; RR W	620	2	27-S5	F2	SE, E, W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Shelby-Airstrip	L	2 W; RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE, SW, W, NW blkd.
(NG)SPRINGFIELD	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
Steubenville	L	4.5 W;hwy N	1200	1	32		Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Strongville	P	1.0 W	840	3	19	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	Code bcn.
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W;chimney SE. Use rnwys only.
(P) " EXPRESS	P	15WSW;RR NNW	684	2	h52-BL4,6-S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clad-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" " Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
(PC) Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
← Wausseon, Grieser	L	2.5 E; RR N	750	1	20		Attended.
Waynesville, Sky Center	P	2.5 SW;riv E	925	1	23-S1	F1	ESE blkd.
Willard	P	1.2 S;hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	P	3 N;lk NW	626	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. FEE
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RRWNW	1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd
" Austintown	P	5.7WSW;hwy N	1175	2	h20-S5-U	F3	3100' strip avail.Rolling. Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf. Rolling.
" Southern Airways	P	5 SSW;hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	L	3.8 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
↖ Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
↖ (P)ZANESVILLE	P	6.2 E;hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.

NEW AIRPORTS (or airports out of alphabetical order)

← Norwalk	L	2 mi N	690	3	28	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

' F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
(PC)ADA	P	2N;hwy W	1008	3	h50-BL4-S1	F3	
" Myers		6.8 WNW					ABANDONED.
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	87	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	9.2N	875	4	h40-BL2-S5-W	F4	Caution-heavy acft, soft.
(PC) " Lake Murray State Park	L	1.2SE;rd E	840	1	26		Ruf.
Arnett	L	0.5N;hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW;RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-*L4-S5	F2	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE, Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Boise City	L	3 N;hwy W	4200	2	24		Soft when wet.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N, S, SE. Restricted. Land at own risk.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)CHICKASHA	P	4NNW;riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S5	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE, NW. Use N/S Rnwy when wet. (6500' st rip avail)
(PC)Durant, Eaker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F3	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
El Reno	L	1.5 SW;rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(AF) " WOODRING	P	5 ESE;RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux)
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	2	h54-BL4-S1-W	F3	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft only.
(PC)Grandfield	L	3 W;hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW;lk SW	750	1	18		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13NNE;RR S	3130	2	26		P-line SSW.
Hartshorne, Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
(P)Hobart	P	3.8 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hominy	L	2 N;hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW;RR E	3010	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft;ruf. P-line N.
Idabel	P	1.3NW;RR E	500	2	32-S3	F1	
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
Lamont, White Bros.	L	2 WSW;hwy N	1000	1	24		
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf. Mtn S.
Leedey, Eagle	L	2.3 S;hwy W	1950	1	22		Cattle on fld.
Mangum, Ponder	L	1.6 N;hwy E,S	1585	3	25-S5		Ruf. Unattended.
(P)McALESTER, (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	24-S5	F1	No storage
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
Moore, Southside	L	1 NE	1273	1	24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4S;hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7W;RR S	623	2	h38-BL4-S5	F3	
Newkirk-Skypark	L	2.5 SE;lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
" Noble	L	3 SE;RR, hwy SW	1170	1	24		Ruf.
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-B*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6NNE ;hwy W	600	2	26		Soft when wet. P-line W.
(PC)Okeene	L	0.7SE;hwy N	1205	1	22		P-line N. Soft-wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
Oklahoma City, Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3S;hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS	P	7 SW;hwy E	1283	4	h74-BL4,6,7-S3-W	F4	
" Wiley Post	L	7.9NNW;lk W	1216	1	26		
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3.NNE;hwy W	715	3	h43-B*L4-S3	F3	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW;hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE;RR W	650	1	22		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)SHAWNEE	P	2 NW;RR SW	1080	3	h42-BL4-S5	F3	Rgt tfc rnwys 13, 17, 21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	985	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur	L	1.5NW;hwy S,E	1060	3	26		Caution when wet. P-line S.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
(NG)TULSA	P	6.2NE;RR S	674	6	h100-BL4,6,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" -North	P	4.5NNW;RR E	725	3	21-S5	F2	P-lines S, SE, SW.
" Young	P	8.8 E;hwy N	750	4	24-*L2-S5	F2	
Valiant	L	0.1 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2210	1	21		HAZARD, Ruf, Soft, Cattle on fld. N blkd.
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Watonga	P	1.2 NW;hwy S	1550	2	26-*L4-S5	F1	
Waynoka, Kelsey	L	3.4 NNE; RRSE	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Woodward, Ferguson Ranch	L	6.5 NW;riv W	2000	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.

NEW AIRPORTS (or airports out of alphabetical order)

OREGON							
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S, N, NE, P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E; hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
Beaver Marsh, 73, RIV-DL	P	1 SSW;hwy E	4630	1	54-BL4		Clsd winter mos.
Beaverton, Bernard	P	1 NW; hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E, W blkd;p-line SSE;Soft, unusable when wet. Cattle on fld. Holes.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E; rd S	4141	2	h51	F2	

F-fuel octane, → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (21 Dec 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	h18		Rgt tfc WSW. Fence W end of strip.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
(PC) Condon	P	1 NE; RR W	2910	2	h22		Use strips. Soft off gravel when wet. SE blkd.
(PC)CORVALLIS	P	4.9 SSW;hwy E	245	3	h52-BL4-S5-U	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	h17	F1	3900' strip avail.
Creswell, B&H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N; hwy E	372	1	19		P-line WSW. Antenna E, NE. Use strip.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet. Ruf.
(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h52-BL4, 5-W	F4	
" Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE. Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld. Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwy N	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwy S W	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet.
Klamath Agency, Rayenouf	L	1.5 S; riv W	4159	1	27-*L2		P-line S.
(P)KLAMATH FALLS	P	4.9 SSE; RR NE	4088	3	h103-BL4-S5-W	F4	Clsd winters. Ctn-dangerous when wet. Soft. Ruf. Asphalt paving plant & p-line 950' S rnwy 7-25 & 800' E of S end rnwy 18-36, max height 45'.
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.
Lebanon	P	1.3 SW;rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N; hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE; hwy W	4058	1	30-W		Use at own risk. Soft-wet. Ruf. Sheep on fld May - Oct.
(P)MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk. SE blkd.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S; hwy W	160	2	h51-L4-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
(P)ONTARIO	P	2.5 W;hwy E	2189	2	h45-BL2,4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW;RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pilot Rock, Eldridge	L	2.0 S	1850	2	15		E blkd.
Pinehurst	L	1.0 SW	3800	1	h17		4000' strip avail.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF,NG) " -INTERNATIONAL	L	4.5 NNE;riv N	23	4	h58-BL4,5,7,-S5-W	F4	2-way rdo rqrd or by prior req.
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5-U	F2	Ctn-25' NE/SW strip unusable-rocks.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Home Flight Strip	L	23.9 SW;hwy E	4010	1	h60		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F3	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR,hwy W	55	1	h40-(S1)	(F3)	Svce, fuel by prior req wk - days.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Land at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F3	
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.
Sutherlin-Valley	P	1.0 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W, NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains Rolling. adj all rnwys - hazardous.
Toketee Dam, Toketee USFS	L	14 WNW Diamond Lk	3300	1	24		
Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F3	Use rnwys, taxiwys only - sink holes in grass area.
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale	L	1.5 SSW; riv E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade, Dangerous, ruf, weeds,
Woodburn	L	2.8 WNW;RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6 NNE;RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
" Peterson	P	10.7 NNE;RR NW	970	1	25-*L3-S5	F3	
Ambler, Wings	P	2.8 WSW	320	3	h26-*L6-S5-U	F3	P-lines SE.
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Beaver Falls, Patterson Hgts	P	1.5S;riv NE	1082	1	27-S3	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	620	2	21-S3-U	F2	E blkd; p-line NE.
" Centre	L	6.5 WSW;RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	L	1.7 ENE;hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4, 6	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45A, CHI-LGA		2WSW;RR E					PERM DISCONTD
Butler	P	2.8 WNW;hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Chambersburg, Sunset	P	3.5 NNE;RR NW	670	3	24-S3	F1	W blkd; p-line NE, E.
Chester, Delaware Co.	P	6.5 W	400	2	20-S3	F1	
Clarion, Rhea	P	2 W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
Clearfield	L	1.5 WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE. Rgt tfc E, NE, SE. Ruf.
Clifford, Carbondale Clifford	L	1 E	1400	3	22-(S3)	(F1)	Send WNW/ESE strip unusable P-line ESE. Atnd week ends and on call.
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGinness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
(PC)Connellsville	P	5.2 SW;hwy E	1250	3	h34-*L4-S3	F2	Bcn prior req.
Conway, Pittsburgh	P	0.4 NE;RR W	950	2	19-*L1-S3	F2	

F-fuel octane. -► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (dl Dec 1956)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					PENNSYLVANIA		
Corry, Port Lawrence	L	1.25;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5ESE;hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2SW;riv N	480	3	22-S5	F1	Hills SE,SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
DuBois	L	1, TESE;RR NE	1575	3	29	(F1)	Attnd week-ends and on call.Use at own discretion
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Eagles Mere	L	1.9SW;lk SW	1908	1	22		
Easton	P	3.8NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE,WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC)Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns,p-lines,tank surd fld.
(P)ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4,6-S5-W	F4	N,S blkd;p-lines E,NE.
Fairview, Erie County	P	1 SW	805	3	27-S5-U	F2	ENE,S,SE,NW blkd.
Finleyville	P	0.7SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Freeport, McVille	P	7 SW	1090	2	15	F2	
Galeton, Cherry Springs	L	10 SW	2330	1	32		Unattended.
Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	24	F1	Mtn S,SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns. Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC)Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
→(PC)Indiana, Jimmy Stewart Fld	L	8 ENE	1407	2	32-S3	F1	
Jersey Shore	P	2.2 E;riv N	540	2	28	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Karthus, Pine Glen	L	4.3SE;hwy SW	1560	3	23		N,S,SW blkd.
Kutztown	P	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	423	2	25-S5	F1	W,WSW blkd.
(PC)LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2ASSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewiston	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
Linesville, Merry's Pymatuning	L	1.5NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4	F3	Mtn N,S.
→ Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S5-U	F1	3200' strip available. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd.Rgt tfc rnwys 5, 27, 20.
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
Monongahela, N.B.C.	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No. head. P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
Mount Joy, Donegal	P	4 WSW	459	2	22-S3-U	F1	SW blkd.
→ Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW.Rolling.
Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail.Attnd irregularly Wints., Summers. 91 octane avail. Soft-wet.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W Soft-wet. Caution-ditch, Use strips.
→ New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F2	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
New Kingstown, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;riv 1S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5SW;riv S,SW	10	3	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					PENNSYLVANIA		
Philipsburg	P	7 E;hwy N	1933	2	h30-BL2	F3	5000' strip avail.
" Albert	L	5.5NNW;hwy N	1750	3	36-L4-(S3)	(F3)	NE blkd. Lgts avail until 2400. 91 octand prior req.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
Pittcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
(PC)PITTSBURGH, Allegheny Co.	P	5.3 S	1252	3	h55-BL2, 5, 6-S5	F3	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
Pottstown	P	4.5 E;riv SW	311	3	32-BL4-S5-U	F1	Soft when wet.
(PC) " Municipal	P	1.7 NW;rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28	F3	Hills SW.
Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F3	W blkd. Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	20-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
Reedsville, Mifflin County	P	2.7N;hwy W	830	1	30-S3	F1	
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5-U	F1	
Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Ben prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-S5	F1	
State College	P	2 SW	1200	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	L	8 WSW	480	2	h30-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta	L	2 S	1600	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	2	20-S1-U	F3	Mtn S NE/SW Strip not maintained.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
→ Vandergrift	P	2 WNW	1000	2	23	F2	E blkd. P-line NW.
→ Warren	P	2 WSW;riv S	1100	2	h22	F1	Mtn NE,SW. FEE.
Washington	P	3.2 SW	1183	3	21-S5-U	F2	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-*L4-S5	F2	Hill NE,SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P)West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr.Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD. W end ESE/WNW ruf. NE blkd;p-line WNW
(P)WILLIAMSPORT	P	5.1 E;RR N	528	4	h43-BL4,6,-S5-W	F4	NW blkd;p-line WNW. Rgttfc on W apch.
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
		NEW AIRPORTS (or airports out of alphabetical order)					

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn·	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Newport	P	3.5 NNE	160	2	h23-S5	F3	3500' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd ngts. Use rnwys.
SMITHFIELD, No. Central State	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
Allendale, Williams	L	1.5 NE	187	3	31		INACTIVE.
(P) ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" , Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE; riv 2.5 NE	140	2	28-*L1-S5	F1	No storage.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE;betRR, hwy	190	3	32-B-S3-W	F1	SE blkd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W strip-hazardous.
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F3	
(AF) CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civil acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
Cheraw	L	4.2 WNW;hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P) COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36		Rgt tfc SE, NE. Obstns sur fld. Use rnwys. Fuel avail 0800-1700 Mon-Fri; 0800-1200 Sat.
(PC) Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC) Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P) FLORENCE	P	3 ESE;bet RR, hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
(PC) Georgetown County	P	4 S; hwy NW	39	3	h50-B*L	F3	
(P) GREENVILLE	P	3.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC) GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E;RR SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3.0 S	72	3	34-BL2		E, ESE blkd. Ctn-low spot.
(PC) Laurens	P	2.3 E;hwy S	700	2	26-*L1-S5	F1	
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
(AF) MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	24	2	h95-BL4-W	F3	Equip on fld intermit. Rnwys usable-ctn.
Newberry	P	2.3 NNW;Rd NE	565	2	22-*L4-S5	F1	Use strips. Ruf. Servg avail on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC) Orangeburg	P	2.3 S	190	2	24-BL4-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	78	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	L	2.7 SW; lk S	630	3	28		Irregularly attended. ESE blkd. Soft-wet.
(P) SPARTANBURG, Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway & ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22		
(PC) Walterboro Municipal	P	1.3 NE	93	3	h58-BL4	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
(P) ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Rnwys restricted to 26,000 lbs. Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3066	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
(PC) Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC) Bowdle	L	1.0 NW	1963	1	23		Soft when wet. Not attended.
(PC) Britton	P	2 N; RR W	1310	3	25-BL4	F2	Use strips.
(PC) BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC) Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC) Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" , Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC) Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW.
(PC) Faith	L	0.4 N	2572	1	25-BL4		Use strip. Lgts oper by electric eye.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
Gettysburg	L	1.5 S	2082	3	26		Ctn not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC) Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
(PC) Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC) Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC) Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC) HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P) HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC) Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	33		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk1.4 E	1466	2	27-S1	F2	
Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC) McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC) Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC) MITCHELL	P	4.3 N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC) Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	1WSW. hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N, NW.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-L4-S5-U	F3	Rgt tfc S. P-line S. W. Use Strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P) PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26		E, N, NE, NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P) RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG) SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC) Sisseton	L	2.9 ENE	1170	3	30-L		Use strips.
(PC) SPEARFISH, Black Hills	P	4.0 E	3929	4	51-BL1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
(PC) Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC) Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips. Unmrkd p-line on 140° twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2600	3	23		Ruf-Unattended.
(PC) Wasta	L	1.0 NW	2584	1	24		Unattended.
(P) WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
(PC) Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B-*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. — New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

TENNESSEE

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
← (P)BRISTOL, TRI-CITY	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S-W	F4	
(P)CHATTANOOGA, Lovell	P	5.5E;RR E	682	2	h62-BL4,6-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville,9A,BNA-DCA	P	3.3 WNW;hwyN	1862	2	28-BL2	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5E;hwy S	1028	1	23		INACTIVE.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-L4-S3-W	F1	NE blkd.Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW,SSE blkd of E strip. Caution-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Fayetteville, Wilks	L	2.5 NNW;hwyE	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville,Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	L	2.8 ESE;hwySW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued
(P)JACKSON, McKellar	P	5.8WSW ;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
← JOHNSTON, TRI-CITY (See Bristol, Tri-City)							
JohnsonCity	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
← KINGSPORT, TRI-CITY (See Bristol, Tri-City)							
Knoxville,E.Tennessee	L	6SSW;RR, hwy E	822	1	21		Rolling. Ruf, tall weeds.
Sky Ranch							
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts,rcvr days.Use rnwys. Rgt tfc rnwy 22R.
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(PC)Lexington, Franklin-Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
(PC)Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A,ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd.Rnwy 14-32 clsd ngt operns.Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
← " Wilson	P	12.5 SE	359	3	27-*L	F3	
Milan	P	3NNE;canal N	378	1	26-S5	F1	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
←(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5-U	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4,6,7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5W;RR S	788	1	28-(S3)	(F1)	Attnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
←(PC)Sewanee, Univ of the South	P	3 E	1950	1	28		
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4	F1	
White Pine	L	0.5 S;hwy E	1120	1	19		

NEW AIRPORTS (or airports out of alphabetical order)

TEXAS

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(P)Abilene Mun		2.8 ESE; RR N					Permanently closed.
(P)ABILENE (NEW)	P	3 SE; hwy N	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;hwy N	1750	1	h30-BL4-S5	F2	P-lines N,S. Use strip
Addicks, C-R-C	L	1.8 E; hwy S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	L	17 WSW	3990	1	26		
Albany, Taylor	P	1 N; hwy E	1429	1	h32-S1	F1	House S.
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alpine, -Kokernot Ranch	L	28 SSE; rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW, RR E	4500	4	42-L4-S5	F3	P-line N,NE. Fld surd by mtns.
Alvin	L	2 NW; hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N,S	3604	3	h60-BL4,5-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	25-S5	F1	Fence SW.
" Tradewind	P	2.5S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW; hwy 2 N	611	2	19-S5	F3	P-line W,NW. Ctn-wet. N/S strips clsd
Athens	L	3.2 SSE; rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R,34R.Unlgtd trees, pole apch end rnwy 16R. Use rnwys,taxiways.
Austwell, Heard	L	0.5 SSW,RR E,	23	3	43		P-lines SE,SSE. Slick when wet.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47		E/W,NE/SW strips used only case of strong wind.
Bandera, Flying L Ranch	P	1.7 SE; riv N	1264	2	h26-S5-U	F1	N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW.
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
← Beaumont	P	6.8 W;hwy S	31	3	34-S3-U	F2	Use strips.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h51-BL4-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S takeoffs.
Beeville, Travland	P	2 NW; RR E	290	2	27-S5	F1	P-line NE,SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
← Big Lake	L	0.6 NW;hwy S	2700	3	h31	F1	P-line SE.
Big Spring, Hamilton	P	1.5 N; hwy S, W	2517	4	32-S5	F1	E blkd;p-line N,NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd, p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE; rd S	10	2	26		NNE, WNW blkd; p-line SSW. Soft when wet. Cattle on fld.
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	L	1 ESE; RR NNE	342	3	32-*L4		
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield Mun.	P	5.0 E	3314	3	37-S5	F3	Strips rough.
(PC)BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F4	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1435	1	18		SE, S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
" Lazy E	L	7.5 NNE; lk SE	385	1	28		Cattle on fld.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E; Hwy W	610	3	26-S3	F1	P-line W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Canadian, Hemphill County	L	1.5 SW; hwy E	2300	3	32		Unattended.
Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE, 85'ant. N end NE/SW strip.
Casa Piedra	L	0.5 NW	3500	2	22		Dip 200' from W end E/W strip. P-line NW, Ruf.
Castolon		0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on fld.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on fld.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	L	2.5 NNW;hwy E	1620	4	30-S3		P-line N; hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw.
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on fld.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
" Vance	L	1.2 ESE; RR N	3375	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Colorado City	L	1.5 S; riv NW	2072	3	23		P-lines N, NNE. Rolling. Use strips. Stock on fld.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on fld.
Comanche	L	4.2 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16		S blkd.
Conlen	L	0.5NE;RR S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Converse, Hedrick	P	8.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
► Cornudas, Mayfield Ranch	L	8.3 N	4575	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N, NE. 3700' strip avail.
" Allison Ranch	P	3.0 NW	410	4	h27-S3	F2	4000' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
Cross Plains, Bryant	L	1.4 N; rd W	1750	1	25		S blkd. Cattle on fld.
Crowell, Foard County	L	0.8 E; hwy N	1479	1	h22		
Crystal City		1.8 N					ABANDONED.
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8 SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
" Ingram	P	3.4 SE; lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
Dallardsville, Big Sandy	P	4.0 E;Big Sandy	185	1	21	F1	
Dallas-Flyers	L	7.0 SW	680	2	34-S5	F1	P-line S end N/S strip.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h43-S5	F4	Major acft rprs only. Use rnwys.
► " Highland Park	P	9 N; rd E	524	2	h24-L4-S5	F3	Use rnwys & taxiways. Lgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd. P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
" Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	2	h16-*L4-S5	F3	2550'strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-B		P-line SE. Blinker lgts on hills surrounding fld. Rolling, ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
Del Rio	P	1.5 WNW, RR S	1026	2	35-S5		P-line N. Rds across N/S strip. Rgt tfc strips 12, 17.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NNE. Soft when wet.
(AF) " Val Verde County	L	4.5 ENE; RR S	1094	3	h49-B		Prior approval rqrd from Laughlin AFB Operns to land.
Denison, Grandpappy Point	P	8.7 NW; lk E	694	1	15	F1	Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	h24		P-lines E, NE, NW. Use strips. 4200'strip avail.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2440	2	21		NNE, W blkd. Stock on fld. W end E/W strip unusable
Dilley	L	0.5 SW; RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd. p-line W.
Dryden, 29, ELP-BRO	P	5.7 W, hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
(PC)Dumas	P	2.0 W	3650	1	h44	F2	
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-S3	F1	WNW blkd.p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1480	1	30		
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
Edinburg	P	2.8 W;hwy W	90	3	31-L4-S3	F3	E, W blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd; p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage.P-lines NNE, SE, SSW.
Eldorado	L	1.0W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
► EL PASO-International	P	4.8 ENE	3936	4	h90-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
			3475	2			
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft-wet. Ruf. Rolling. Use strips.
Ft. McKavett, C.B Ranch	L	2.6 W; rd S	2150	2	32		Unattended. Cattle on fld.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strips. Cattle on fld.
" Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F1	
				2			
" Skeyington	L	38 S	3820	2	30		
Ft.Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE, SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
► " Russell	P	7 SSE;hwy NW	710	4	31-S3	F3	
" Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garwood	L	1 SW;hwy E	125	1	22	F1	
Genoa	P	1 NE;RR;hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE, WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 W8W; hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Gorman	L	1.0 S;rd N	1400	1	22	F1	P-lines NNE, NNW. Soft. Unattended.
► Graham	L	2 ENE;hwy N	1120	4	h34-B*L4-S3-U	F1	N, SW blkd; hill N. Caution on turf strips.
" Rosser Ranch	L	6.7 SSW;riv S	1105	2	33-*L4	(80)	Unattended
Grapevine, Price	L	3.7WSW;hwy NW	506	1	17-(S3)	(F2)	NNE blkd.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW;hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
	L						
	L						
	L						
Halletsville, Ragsdale	L	12.8 ESE;riv W	200	1	27-B		E blkd.
(PC)Hamilton	L	2.3 SSW,hwy E	1320	4	30-BL4	F1	Cattle on fld.
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	No storage. P-line W,N. Soft when wet.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	
Harwood Gottwald	L	0.5 S	468	1	20	F2	Unattended. P-line NW, fence SE. Fuel avail emerg only.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
Helotes, Jaycox	L	2.0 W	1000	1	20		
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S5	F1	Major eng & minor acft rprs only.
Hereford, Paetzold Air Service	P	1.0 SE	3808	2	27	F3	
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S,SSE blkd;p-line ESE. Rolling, Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on ofl bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4,7-S5-W	F4	Rnwy 8-26 clsd. Tk-off to E only. 70'mrkd twr center S edge of fld.Unlgtd 38'p-line parallel to and 1000' E of E bndry.145 oct avail. Use rnways-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	34	3	h40-L4-S5-U	F3	P-line E. NW/SE, E/W strips soft-wet.
" H & H Guest Ranch	P	12 N	82	1	40-BL4-S5	F2	Use strips.
" Linda Sue	P	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900'strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on fld.
Imperial, Heagy	L	1.5 SE;hwy NE	2724	2	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N,E,SE,S,W,NW;dikes NW,SE,N.
Irving, Jap Lee	P	3.0 N	520	3	38-*L-S3	F1	
Itasca-Community	L	2 ENE;hwy NW	820	1	22		P-line W.
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
Jacksonville	L	3 N;hwy E	709	2	h21		
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW; S blkd.
Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE;RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW;hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW,NE,SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1800	1	27		
Keene	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	L	0.6 WNW;RR S	4260	4	21	F1	ENE,NW blkd;p-lines SE, WSW.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW. WNW/ESE strip ruf.
Kerrick, Perkins-Brothro State Line	L	8.3 W; 1 N of	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips. (PRIVATE).
" Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700'strip avail.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F1	NNE,SSW,NNW blkd;p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N, Loose rocks S end.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
(PC)Lampasas-County	L	6 NW;RR S	1480	3	42		P-line ENE.Rd crosses N/S strip. Use strips. Ruf.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-S5	F4	
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leaday, Miller	L	1.3 SSE;riv W	1525	3	31		SE blkd;p-line S,W. Soft-wet. Unattended.
Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet. 3000'strip avail.
Liberty, Darrell	L	4.3 SSE;RR N	70	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd;p-lines N,NE,SE, NW.
Lockhart	L	2.8 S; hwy E	529	2	28		
Lolita, Walker	L	1.8 SSW;RR N	38	3	17		Use NNW,SSE strip only. NW blkd. P-line N, Ruf.
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side	L	6.5 WSW;RR N 2.4 NE;hwy S	3675 352	4 2	36 25-(S5)	(F1)	S blkd;p-line N, NW. Cattle on fld. P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4-S5-W	F4	Use rnwys.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P)LUBBOCK	P	5 NNE;RR W	3256	3	h65-BL4,6-S5-W	F4	Use rnwys.
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)Marfa	L	4 N; hwy E	4848	2	h53		
"-ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnwys. Bcn prior req.
" Petan Ranch	L	32 SW	5340	1	61		Use strips.
" Rawls Hq Ranch	L	49 S	4700	4	27		
Marlin, Stephens	L	2 ESE	383	2	19		P-lines N,NW. Cattle on fld.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn,lgts prior req aft 2300,no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	P	18 NE;lk E	180	1	42	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller Intnl	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
(PC)Memphis	L	1.4 NNE;RR SW	2082	3	38		E,SW blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE;Crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S,W. Ruf.
Mexia	P	2 SE;rd N,NE,SW	516	2	23-S3	F1	P-line R. Rgt tfc E,N,E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4,5,6-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Ruf. Cattle-fld. Soft N of pipe line when wet.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	1	h30		AF contract flying.
"-Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
"-Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf. Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43-*L4	F2	P-line N,E,W,NW,WSW.
Munday, Leflar	L	0.7 E; RR N	1483	1	26-(S3)	(F1)	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4	F4	4300'strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2968	4	h43-*L4-S5	F3	5300' strip avail.

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct prior req by phone.
Orange, Brown	P	3.6WSW;hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
Ozona	L	4.9 WSW; hwyN	2474	5	42		CLOSED.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	L	1.0 N	2330	2	40		Unattended.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Paloduro, J.A.Ranch Hqs.	L	2.2 E	2625	3	24		P-line NW.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle	P	1.6 SSW;RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW, RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	22.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
(PC)PLAINVIEW Hale County	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
(PC)Port Isabel	L	10.5 NW	17	4	h53-S5	F1	91, 100 oct. avail emerg only.
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" Reikert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Poteet	L	0.6 SW; RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
	L						
(PC)Quanah	L	2 SW; hwy 1 E	1602	3	h24-(S1)	(F1)	
Ralls, Watkins	L	3 N; hwy E	3125	1	26		E blkd.
Ranger	P	1.5 SSW;hwy W	1468	4	28-S5	F2	NNW blkd. P-line W.
Raymondville, Fox	P	1 WSW, RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line N, NE, NW. Use strips.
Rio Grande Farm Service	P	1 E; RR S	200	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn Golf course side rnwys.
Robstown, Nueces County	L	1.0 SW	77	4	h16-S3	F2	Asphalt broken ruf. Unattended.
Rockdale, Coffield	L	2.3 SSE;RR W	470	1	h36		Use rnwy. Unattended. PRIVATE.
(N)Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	26		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Royalty, Bentley	L	1 NE;hwy W	2530	1	16		Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, 8A, ELP-FTW	P	60 E El Paso	3727	3	39-BL2		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	3	h54-BL4,58-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NW.
← San Augustine, Fairway Club	P	4.0 SSE	380	1	38	F1	Caution in lndg - rnwy soft.
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	81	P-line S. Use strips.
Sanderson, Bullis Gap	L	24.8 SSW;riv SSE	2500	2	26		Mtns sur fld. Use strips.
San Marcos	L	3.0 S	630	2	34		Irregularly attended.
" Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
Santa Elena, Diamond Q Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
" Humble Kelsey	L	4.8 ENE	250	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Lnd uphill; tke-off down hill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips.
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	(F1)	
Sherman	P	1.4 SSE;hwy N	749	2	h40-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Sierra Blanca, Steiler Rnch	L	5.6 NNE;rd W	4550	2	27	(80)	Unattended. Emerg only. Use strips.
Sinton #2	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-line SW.
Smithville	L	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld. Rolling. Use strip.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
" Winston	P	2.5 SW;hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4.0E; rd N	3080	2	20		N blkd; theatre W end E/W strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Jameson Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Bcn prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd;p-lines N, W, NW.
Sugarland, Hull	P	1.0 NW	99	1	51-S5	F1	
Sulphur Springs	L	1.9 NW; RR S	472	3	35		Unattended.
Sutherland Springs	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
Higgins Grass Farm							
(AF)SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F3	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gage	L	1 N;RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd. N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Use strips. strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
" Wheeler Ranch	L	2 N; hwy E	300	1	29		
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia	L	1.5 NNW;hwy W	3500	3	33	(F1)	Cattle-fld. Use strips. Wet during irrigation. P-line E, NE.
" Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Emerg only. E blkd.
" Foster Ranch	L	17.4 SSE	3350	2	32		NNW blkd;p-line SSE. N/S strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd; p-line NW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld. |-very ruf. Use at own risk.
➸ Turkey	L	2.7 SSW;hwy E	2350	2	27		Unattended. Rnwys covered with tall grass & weeds
(P)TYLER, Pounds	L	5.5 W; hwy N	544	3	h51-BL4-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F3	Use rnwys. Ruf.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys. Pilots circle town for service.
" Looney Ranch	L	35 NE; rd E	4400	3	18		W blkd.
	L						
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S3-W	F4	Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd. Cattle - fld. Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Water Valley, Skeet Ranch	L	13.0 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	L	1.5 SSW;hwy E	606	1	19-S3	F1	Unattended.
Weatherford	L	1 W;hwy N	1179	1	33-*L4		80 oct. on req. Unattended. Ruf N end.
" Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
							only N/S strip when wet.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	Embank N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling, Ruf.
Whitney, Laguna Park	L	7.5 SW; dam E	590	1	19-(S3)		Unattended. Use strip.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5	F1	P-lines N, E, S, SW. Use strips.
➸ " Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5-U	F3	3200' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35C 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
➸(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3-W	F3	Rnwys 17-35 & 4-22 clsd ngts. Rnwy 13-31 only lgtd
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf. |rnwy.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	730	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
➸ Bastrop Mun	L	2 mi S	372	2	40	(F1)	Cattle on fld.
(N)Grand Prairie	P	0.2 mi S		1	h28-*L4-S3	F1	P-line N, NE, NW, SW.
➸ Whitney, Lake Whitney State Park	L	3.5 SW	590	2	40	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(PC)Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E, S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	37-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W	F3	Strip-ruf.
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
➸ Duchesne Mun	L	2.2 mi NNE	5833	3	51	F2	
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S strip ruf. N end soft when wet.
				1			
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC)Junction	L	1 NNW;hwy E	6074	1	38		
(PC)Kanab	L	2.6 S;hwy E	4856	2	h53	F3	Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58	F1	Soft when wet. Unattended.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E/W strip rolling, ruf.
Manti-Ephraim	L	5 N ; RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W		
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Oljato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-B*L4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW;RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h50-BL2, 4		
(NG, N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7, S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW; hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3400	1	35		Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
VERMONT							
(P)BARRE-Montpelier	P	3 W; pond 1.5 SW	1149	2	h40-BL4-W	F3	P-lines SSE, SW. Use rnwys.
(PC)Bennington	L	2.5 WNW;riv N	813	2	18		Grass areas soft-use gravel rnwys.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,5,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1	F2	N, W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S.
Manchester, Equinox	L	1.5 ESE; RR N	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
Newport	P	3 SSW;lk NE	930	2	h40	F1	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

F-fuel octane. ➸ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					VERMONT		
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F2	Use N, S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17	F1	Soft when wet.
		NEW AIRPORTS (or airports out of alphabetical order)					
					VIRGINIA		
Alexandria, Beacon	P	3 SSW;hwy E	246	2	h23-B*L3,4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Arcola, Glascock	L	1 SW;rd SW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No operns Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC Charlottesville, ALBEMARLE	P	7 N	639	1	h48-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	35	F3	
► Chase City, Emilas	L	2.5 W	500	1	30-	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2WSW;RR N, S	2000	1	24		P-line E. Ctn when wet.
► Covington	L	0.8 NE	1600	1	h17	(F1)	2300' strip avail. Use strip.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
► Farmville	L	2.5 NW;RR S	325	2	20	(F1)	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
► Gordonsville	P	2.9 NE;RR S, SE	475	1	26-B*-L2-U	F1	
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Hareum	L	7 N Gloucester	85	1	38		
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F4	
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keyaville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	P	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet. Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet. landing.
► Lynchburg, Falwell	P	2.6 SE; lk SE	850	1	32-U	F1	Ctn-ind E to W, ctc LYH rdo for arpt ifn prior ↑
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg
Manassas	L	2.7 NW; rd SW	250	2	21		Irregularly attended.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
► Martinsville	P	3.5 SSE;rd W	800	1	20-S4	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED
(PC) NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F4	
(P) NORFOLK	P	6 ENE; RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
Petersburg	P	6.2 WSW; riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	2700' strip avail. Soft-wet. Use rnwys.
Powhatan, Plainview	L	1.6 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 3GA, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.

h-paved rnwys. R-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					VIRGINIA		
(NG)RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5W	F4	Rdo rqrd. FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
" Parnell	P	4.8 S;RR E	120	2	27-S3	F1	
" VirginiaStatePolice	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE Mun-Woodrum	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
► South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F1	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
► Waynesboro, Valley	P	3.7 WNW;hwy N	1400	1	34-S5-U	F1	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50-*L	F1	
Williamsburg, College	L	3 NNW;RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3.4 SSE;rd E,S	700	2	30-S3	F2	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
		NEW AIRPORTS (or airports out of alphabetical order)					
					WASHINGTON		
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE;hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW;hwy NE	158	3	h50-BL4,6-S4-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line; hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
↖ Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	L	3 SW; hwy NNW,	2171	1	24-(S3)	(F2)	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	870	1	22-*L2		Caution-not maintd. Ruf.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, SB, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	22		
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WNW;hwy F	740		20-S1)	(F1)	P-line E. Ctn-mole holes.
EPHRATA	P	2 SE;hwy SW	1258	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No91/96 oct. avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				WASHINGTON			
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L. Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Kelso-Longview	P	1.8 SSE;RR SW	25	1	29-BL2-S3	F3	
Kennewick, Vista	L	4.0 W; RR SE	571	2	h35-*L4		
Kent	P	1.5 SSW;RR E	30	1	29-S1	F2	Do not land W side of strip children-playing. Ruf.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	18		Use at own risk.
" Henson's	L	4.8 SSE;rd W	1500	1	16		P-line NW,SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	37-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW;RR SW	2320	1	26		Lnd NE;tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	L	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW,WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	145	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE.Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	25		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-*L-S5	F3	E/W strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd;p-line ESE. ARPT OF ENTRY. Rt traffic ESE.
(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf. P-line NE. Theatre E.
(PC)PULLMAN-Moscow	P	3.4 ENE;RR S	2549	1	h49-L4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W;tk-off E.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd all tfc xcpt hvy acft. Use rnwys.
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW. NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,6,S5-W	F4	ARPT OF ENTRY.
" Gaffney's Lake, Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
(P) " -TACOMA INTN'L	P	13 mi S; hwy E	424	3	h85-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW;hwy ENE	278	2	h52-L4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.8 SW;RR, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N,S,SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	32-S5-U	F2	S blkd.
(P) " Felts	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY- 1800' ext avail NE end NE/SW strip.
(N,AF,NG) " GEIGER	P	6 WSW;hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 3, 7, 34. Use rnwys.
" Manito	L	5.5 SSE	2390	1	22-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE;RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	P	4.4 W	375	2	23-L2-S5-U	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.3 ENE;riv SW	4	1	21-S1	F2	P-line, twrs E day mrkd. Rgt tfc W.
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60'center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		(EMERG ONLY) Cattle-fld. Rgt tfc NNE.
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.8 SSW;RR E	1077	3	h50-BL4-S5-W	F4	P-line N, S.
		NEW AIRPORTS (or airports out of alphabetical order)					
Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
				WEST VIRGINIA			
(PC)Beckley-Mt. Hope	P	2.6N; hwys W	2325	1	28-S3	F3	Rgt tfc, Ridges N.
(PC) " ,RALEIGH CO. MEMORIAL	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S1-W	F3	No ngt operns.
Buckhannon, Lewis	L	2.4 W;RR N	1435	1	15		
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line WNW.
(NG) " ,KANAWHA COUNTY	P	3 ENE;riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;betRR,hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	828	1	h46-B*L6-S3	F4	
Keyser	L	1 SW;crk,hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	556	2	h50-BL4-S5-W	F4	Use rnwys.
Moorefield	L	1 NE; RR W	980	2	25		Rolling, WNW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185' ext S end rnwy 17-35 under const.
New Cumberland, Herron	P	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
Parkersburg Stewart	P	2.6 N, RR W	602	1	33-S5	F1	All way landing
(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S5-W	F4	Caution-dip midway rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
Philippi	L	4 S; hwy S	1900	2	15-*L1-(S5)	(F1)	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	18 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E,	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2.0 E	1145	1	h21-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4, 6-S4-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
Winfield, Clark	P	6 SE;bet hwy,riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
Antigo	P	2 ENE;hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
← Beaver Dam	P	1.7 W; lk N,E,W	885	2	27-S5	F2	Rolling.
" Midway	L	4 ESE;hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1650	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
Burlington, Wereley	L	1 SE;hwy NE	750	1	20-S1	F1	Rolling.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE;riv SW	627	1	25		Advise use tfc pat over river.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd; p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
← Colby-Abbotsford		1.2 NNE;RR E					ABANDONED
(PC)Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR,hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Cornell	L	2.5 E; hwy S, W	1143	1	22		
← Crandon		2.2 SSW; lk E					ABANDONED
Crivitz	P	3.3 WSW;dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd. E,W strip ruf.
DePere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW;hwy 6E	800	2	26-S5	F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W;bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW;bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC)Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40	F2	N, SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Fond du Lac	P	1.9 ENE;hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC)Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd; p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg	P	2.0 NE	927	2	42-BL4-W		
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Hales Corners	P	0.7 SSE;hwy W	707	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.6 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE;RR NW	880	4	23-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-W	F4	
Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Kenosha	P	2.0 S; RR W	623	2	30-*L-S3	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bo-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE;hwy E	910	1	20		Unattended.
Lake Mills	L	4.5 NW;hwy S	860	2	17-(S3)	F1	Rolling.
← Lake Tomahawk, Dolhun's	P	1.8 WNW;hwy N	1550	1	30-BL4-S5-U	F3	P-line N.
Lancaster, Vesperman	L	1.0 ENE	1100	1	18		S blkd.
LAND O' LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	L	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	646	1	28		
Lone Rock, Tri-County	P	2 NNE;hwy S	717	3	38-L2-S5	F2	Code bcn.
(AF, NG)MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6,7-S3-W	F4	Rds E, NE. 2-way rdo rqrd. Unlgtd TV ant, N, trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1600	2	36-S1	F3	
Manitowoc, Kakuk	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h28-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLOSED WINTER. Rolling.
Medford	P	1.8 NNE;hwy W	1410	2	16-S1	F2	Not mainted winter months. Use strips. SW blkd.
Menomonie	L	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line N, S, E.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S;RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4800' open all acft days. Rgt tfc rnwy 1, 6.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd trans acft.
Minocqua	P	3.3 S;hwy W	1590	4	37	F2	E, W blkd. Use strips. Land at own risk. Not mainted winter months.
Minong, Hultquist's Sky Resort	L	1.9 W	1160	1	24	F1	Apch blkd by trees.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-Ditch E side N/S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec, Jan., Feb., NW blkd.
Nekoosa, Larry's	L	2.5 SW	950	4	30	F1	Use at own risk.
Neenah, Valley	P	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line S E. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE;hwy N, S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
← Oconto Falls, Matravers Sky Ranch	P	1.3 ENE;bet RR hwy	700	2	25-S1	F2	P-lines NE, SW, NW. Not open for public use - emerg use only.
Ojibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
Omro, Reds	L	3 N; RR 1E	800	2	18-*L		Use strips.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	2	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs, runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S NW blkd; p-lines SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1-U	F2	
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplins	P	1 NNW;RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	L	1.7 SSW;crk N	760	1	24		Unattended.
" Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
"-Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida	P	2.2 W5W;riv SE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE;RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-S5	F2	P-line W. Use strips.
➙ Seymour	L	3.6 SE;hwy W	780	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant. W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	4	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Sparta-Angelo	L	2.2 NE;RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	87	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lake (new)	L	2.5 ESE	637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W. RR crosses E and W ends. Land at own risk. SE blkd; p-line SSW.
Watertown	L	1.2 S; riv W	820	3	h28-BL4-S5	F2	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	860	4	28-(S3)	F2	Atnd week ends.
➙ Waupun	P	2 WSW;hwy N	940	3	25-S3	F2	P-line N. Silos W, E/W strip ruf. Soft-wet. Use strips-wet.
(P)WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wild Rose	L	2.5 NE;riv N	990	2	34		
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	P	3.0 W	1600	2	36-S5-U	F3	W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt.	L	9.0 N; lk W	4630	1	16		Use with caution.
(AF, NG, A) CASPER, Natrona County	P	7.5WNW;hwy SW	5348	4	h90-BL4-S5-U-W	F4	All tfc avoid Wardwell Fld tfc pat.
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4-S5-W	F4	Avoid hospital E. Overrun lights.
(PC)Cody	P	2.0 ESE; hwy S	5096	2	h54-BL4-S5-W	F3	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL2-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WYOMING							
Gillette Arpk		1.7 ESE;RR N					ABANDONED
(PC)GREYBULL	P	2.0 NW; hwy S	3933	3	51-BL4-S5	F3	
Guernsey	L	0.5 SE; RR N	4375	2	32		Ruf, N/S strip rolling.
Hyattville	L	4.4 W; crk S	4400	1	27		
➙ JACKSON	P	9.0 N	6438	2	h63-	F3	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5NNW;RR S	7282	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-BL4-S1-W	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lusk	P	2.9E;RR, hwy S	4960	1	49-S5	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2WNW;RR N	4165	4	h45 B*L4-S1	F1	P-lines N and E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pinedale	L	6.0 SSE;hwy N	7200	2	45		
(PC) POWELL	P	8.0 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR, hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.6 NW;hwy SW	5476	4	62-BL4	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
➙ (P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h50-BL4-S5-W	F4	
Sundance, Schloredt	L	1.8 SW	4800	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S; rd NE	4250	1	23		
Thayne, Humphreys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE. Use at own risk.
➙ Thermopolis	L	1.0 N; hwy E	4535	2	50		Hill SW. (EMERG ONLY).
(PC) Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4254	4	h52-BL4-S5	F3	
" Wostenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	29	1	h42-L2-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	
SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-BL4-S5-W		80, 100, 115/145 octane fuel avail.
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5SW; Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	10	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27 closed - marked. Night landings W.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. ➙ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. . -... -.-. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

(21 Dec 1956)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 1, 1956 measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCE: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, Number 20, dated December 11, 1956, as follows:

(1) Page 7 - On-Request Reporting Points, Under Designate: Item 27 - Change spelling to: PORTERVILLE, CALIF. (VHF) INTSXN.

(2) Page 8 - On-Request Reporting Points, Under Redesignate: Item 15 - Correct to read read: TAYLOR, FLA. (VHF) INTSXN - the intsxn of the 273° T radial of the Jacksonville, Fla. VOR and the 353° T radial of the Gainesville, Fla. VOR.

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are designated or cancelled and shall become effective January 10, 1957:

DESIGNATE:

(1) FRENCH CAMP, CALIF. (VHF) INTSXN - the intsxn of the 078° T radial of the Oakland, Calif. VOR and the 313° T radial of the Modesto, Calif. VOR.

(2) LAZY "X", TEX. (VHF) INTSXN - the intsxn of the 096° T radial of the Big Spring, Tex. VOR and the 247° T radial of the Abilene, Tex. VOR.

CANCEL:

(1) CLINTON, IND. (LF) INTSXN - the intsxn of the N course of the Terre Haute, Ind. LFR and the SE course of the Chanute, Ill. LFR.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 25 - Minneapolis, Minnesota - Correct WB telephone number to read: PArkway 9-4213*.

(2) Page 25 - Salisbury, Maryland - Correct CAA telephone number to read: Pioneer 2-1951.

✓ REGULATIONS OF THE ADMINISTRATOR, PART 620, SECURITY CONTROL OF AIR TRAFFIC AMENDED: Effective January 1, 1957, Part 620, is being relaxed considerably. Generally speaking, air traffic which originates within the Air Defense Identification Zones and follows a course away from the two Defense Areas and any traffic which leaves the United States will no longer be obliged to abide by the security rules. This relaxation, together with the deletion of the Albuquerque ADIZ on December 1, 1956, exempts over half of the air traffic previously required to observe these rules. In addition to the general exemption of "outbound traffic", the Northern ADIZ west of the 121° Meridian has been deleted. The designation of a Security Identification Zone in this area by Canada has made this change possible.

The actual changes to Part 620 are as follows: Amend 620.10 by changing the word "and" to "an".

Amend subdivisions (i) through (iv) of 620.13 (c) (2) to read as follows:

(c) Areas or routes excepted -- *** (2) Continental United States.

(i) A flight originating within the Eastern or Western Defense Area which maintains an outbound track into or through a contiguous ADIZ.

(ii) A flight originating within the Eastern, Western or Presque Isle ADIZ which maintains an outbound track which will come no closer to the contiguous Defense Area than the point of origin.

(iii) A flight originating within the Northern ADIZ which maintains an outbound track toward or across the United States-Canadian Border.

(iv) A flight originating within or overflying the Central Open Area which maintains an outbound track into or through the Northern ADIZ or Southern Border ADIZ without penetrating the Eastern ADIZ or Western ADIZ toward the associated Defense Area.

Amend 620.21 (a) to read as follows:

620.21 Domestic ADIZ's

(a) Northern (Domestic) ADIZ. The area bounded by a line from the United States-Canadian Border at 121°00'W., eastward along the U.S.-Canadian Border to 47°10'N., 85°31'W.; 46°51'N., 94°00'W; 47°10'N., 96°17'W; 48°00'N., 99°00'W.; to 48°00'N., 121°00'W.; to U.S.-Canadian Border at 121°00'W. (point of beginning).

LOCATION IDENTIFIERS See Page 84.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Casper	Trinidad	WAC 265
Cheyenne	Honolulu Local	WAC 266
Denver	AP 9	WAC 267

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Bellingham	12-10-56	Williston	12-11-56	WAC 269	12-7-56
Butte	12-10-56	Los Angeles Lcl	12-4-56	WAC 305	12-4-56
Glacier Park	12-10-56	Seattle Local	12-7-56	RC 2210	12-10-56
Kootenai	12-11-56	WAC 215	12-10-56	RC 2217	12-4-56
Seattle	12-4-56				

Instrument Flight Charts
released since December 13, 1956

AL 70 RNG	Burlington Arpt, Vt.	AL 540 ILS-1	Joplin Arpt, Mo.
AL 90 RNG	Owens Field, S. C.	AL 540 ILS-2	Joplin Arpt, Mo.
AL 182 RNG	Greenwood Mun Arpt, Miss.	AL 890 ILS	Teterboro Arpt, N. J.
AL 221 RNG	La Junta Arpt, Colo.	AL 957 ILS	Patrick Henry Arpt, Va.
AL 225 RNG	Brees Field, Wyo.	AL 70 ADF	Burlington Arpt, Vt.
AL 257 RNG-1	Miami Int. Arpt, Fla.	AL 253 ADF	Memphis Arpt, Tenn.
AL 282 RNG-2	Miami Int. Arpt, Fla.	AL 254 ADF	Key Field, Miss.
AL 282 RNG	Berry Field, Tenn.	AL 257 ADF	Miami Int. Arpt, Fla.
AL 291 RNG	Norfolk Arpt, Va.	AL 267 ADF	Bates Field, Ala.
AL 304 RNG	Omaha Arpt, Nebr.	AL 285 ADF	Newark Arpt, N. J.
AL 439 RNG	Waco Arpt, Tex.	AL 291 ADF	Norfolk Arpt, Va.
AL 530 RNG	The Dalles Arpt, Oreg.	AL 301 ADF-1	Will Rogers Field, Okla.
AL 946 RNG	Grand Marais Arpt, Mich.	AL 301 ADF-2	Will Rogers Field, Okla.
AL 957 RNG	Patrick Henry Arpt, Va.	AL 360 ADF-1	(NAS) Min Lambert St. Louis, Mo.
AL 70 ILS	Burlington Aprt, Vt.	AL 360 ADF-2	(NAS) Min Lambert St. Louis, Mo.
AL 253 ILS-1	Memphis Arpt, Tenn.	AL 460 ADF	Bradley Field, Conn.
AL 253 ILS-2	Memphis Arpt, Tenn.	AL 540 ADF	Joplin Arpt, Mo.
AL 254 ILS	Key Field, Miss.	AL 957 ADF	Patrick Henry Arpt, Va.
AL 257 ILS-1	Miami Int. Arpt, Fla.	AL 182 VOR	Greenwood Mun Arpt, Miss.
AL 257 ILS-2	Miami Int. Arpt, Fla.	AL 225 VOR	Brees Field, Wyo.
AL 267 ILS	Bates Field, Ala.	AL 257 VOR	Miami Int. Arpt, Fla.
AL 285 ILS N	Newark Arpt, N. J.	AL 301 VOR	Will Rogers Field, Okla.
AL 291 ILS	Norfolk Arpt, Va.	AL 439 VOR-1	Waco Arpt, Tex.
AL 301 ILS	Will Rogers Field, Okla.	AL 439 VOR-2	Waco Arpt, Tex.
AL 320 ILS-1	Phila. Int. Arpt, Pa.	AL 530 VOR	The Dalles Arpt, Oreg.
AL 320 ILS-2	Phila. Int. Arpt, Pa.	AL 610 VOR	New York Int. Arpt, N. Y.
AL 360-ILS-1	(NAS) Min Lambert St. Louis, Mo.	AL 776 VOR	Lihue Arpt, T. H.
AL 360 ILS-2	(NAS) Min Lambert St. Louis, Mo.	AL 873 VOR	Austin-Straubel Arpt, Wis.
AL 460 ILS	Bradley Field, Conn.	AL 945 VOR	Waterloo Arpt, Iowa
AL 466 ILS-2	Youngstown Arpt, Ohio	RF 1, 2, 4, 9, 10	

RF Terminal Area - Cincinnati, Corpus Christi, Dayton, Kansas City-Topeka, Los Angeles-Burbank, New York, Philadelphia, Pittsburgh, San Antonio
RF- VOR Terminal Area - Atlanta, Boston, Dallas-Ft. Worth, Denver, Houston, Indianapolis, Kansas City- Topeka, Los Angeles-Burbank, New York
RF Civil Airways & Mileage Chart
RF Dates of Latest Prints

NEW CHARTS

RF Minneapolis Terminal Area
RF- VOR Minneapolis Terminal Area

DISCONTINUED CHARTS

AL 908 RNG	Belmar, N. J.	Monmouth County Arpt.
AL 913 VOR/DME	La Grange, Ga.	Callaway Arpt.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	Month and day item was reported.
**	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE	Such items usually are cited only once, because of space limitations Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. (11-2) About January 28, 1957, VOR will be shut down until approx March 31.
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sunday only. (9-28)
BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long 86-53-58, about 10 n mi NW Birmingham Mun Arpt. (12-14)
BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-BATES FLD-TOWER: Nov 7, ILS lclzr and glide slope shut down - severe bends in lclzr course. FLD: Due space shortage, all transient and lcl acft not permitted parking space on Admin Bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-DANNELLY FLD-TOWER: October 17, ILS glide slope, MM and LMM shut down until approx January 1 - relctn. Lclzr, OM and LOM remain in opern. (10-17) FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft-const. Easternmost 5000' avail. days, easternmost 6000' avail. sunset-sunrise to civil acft. Western end mrkd by flags-days, lights-nights. (5-15)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
★REDSTONE AAF-RADIO: Army H fac cmsnd. Freq 287 kc. Ident: HUA. Lctd: lat 34-44-47, long 86-41-30. Bearing 171°, dist. 3.8 n mi. Class: HW. (12-12)
TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider daylight hours. (11-8)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
CLEMENCEAU BCN SITE 40, LAX-AMA, scheduled for discontinuance on Dec. 7, will remain in operation until further notice. (12-7)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (11-5)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. cables strung across canyon. (11-1)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

ARIZONA: SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'.(7-17)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.
WINSLOW-RADIO: Dec 11, VOR shut down until approx Jan 11. During shut down following arwys will not be usable: V-12 and 12N Prescott, Ariz-Zuni, N. Mex. V-95 Phoenix - Winslow usable, substituting Winslow LFR for VOR, MEA 11,000'. (12-11)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)
ARKANSAS: CLARKSVILLE ARPT: Rnwy lgts temp. inop. (10-9)
FLIPPIN-RADIO: About Jan 28, 1957 VOR will be shut down until approx April 1. (12-11)
FT. SMITH-RADIO: Dec 17, the voice feature of "H" fac shut down until approx Dec 27 - modernization (12-17)
FT. SMITH ARPT: 135'(650'MSL) lgtd drilling derrick erected 4500' E of E end & 1/4 mi N of extended centerline of rnwy 25. (12-3) 1168' MSL lgtd antenna being erected 7.0 n mi NNW(355°T) at lat 35-27-11, long 94-22-26. (11-28)
HARRISON ARPT: Fld clsd ngts.
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys.
BLYTHE-RADIO: VOR/DME coverage 45n mi except 25 n mi 180°-200°;30 n mi 280°-300°; 20 n mi 300°-320°;35 n mi 345°-015° at MEA. (3-20)
CAMARILLO-RADIO: All courses have multiples. (6-17)
**CORNING, BCN SITE 15: Published in Airman's Guide, Vol II, No 19, dated Nov 27, 1956, as discontinued effective Dec 7, 1956 now continued in operation by City of Corning.(12-7)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DIXON ARPT: Closed. (5-39)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 260°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-8) DME coverage 335°-350°, 43 n mi at 9000';350°-10°, 43 n mi at 8000';10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000';120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL-TOWER: Aug 13, lclzr and glide slope shut down until approx Feb 1, 1957 - relctn. (10-8) FLD: Exercise extreme caution in vcnty, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Extensive const and hvy equip. both ends rnwy 11-29, apch areas and adj taxiways. First 250' rnwy 11 clsd - usable length 6750'. Extreme caution apch end rnwy 11, large equip. working in rnwy extension area. (7-5)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
KLAMATH-McBETH ARPT: Closed. (6-13)
**LIVERMORE-DOW ARPT: Permanently closed -1 and diverted to farming. (12-19)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°,5000'; 305°-340°, 7000'; 340°-040°, 12,000';040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'.(9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shut down periods during arpt const.(8-18) About Jan 1, rcvr 122.5 will be changed to 122.6 mc (11-27) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and tk-offs. Rnwy 12 clsd.(11-5) Soon, recn apch lgt lane will be discontinued indefinitely.
LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

CALIFORNIA: LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const area Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in FVR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. Nov 30, transmissometer cmpd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than one and one-half mi. Hi-intensity apch lgts rny 25L converted to centerline system extending 3000' E of rnwy pavement.
LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700. Touch and go lndgs prohibited on Sat and Sun after 1300. (11-28)
NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-13)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.
OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3, 4, & 5. Area hazard mrkd. Taxi with caution. (12-8)
OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°,17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lngds prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (3-16)
OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

CALIFORNIA: RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
**SACRAMENTO-CAPITOL SKY PARK ARPT: Four 180' lgtd rdo twrs erected 1.0 n mi N (11°T) at lat 38-36-24, long. 121-32-06. (11-16)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
SAN DIEGO-SPECIAL NOTICE: Effect. Jan 25, 1957, the San Diego Offshore Warning Area W-291, is re-established in the following described area: beginning at lat 33-10-00, long. 117-30-00; thence to lat 32-49-00, long. 117-20-30; lat 32-42-30, long. 117-44-00; 32-33-00, 117-40-00; 32-40-00, 117-15-30; 32-31-30, 117-10-30; 32-31-30, 117-30-00; 32-13-00, 117-30-00 32-13-00, 117-12-00; 29-35-00, 115-57-00; 29-35-00, 118-10-00; 24-00-00, 125-00-00; 27-30-00, 127-10-00; 30-40-00, 120-50-00; 30-50-00, 120-40-00; 31-50-00, 119-42-00; 32-09-30, 119-42-00; 33-18-00, 118-28-00, to point of beginning. (12-17)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)
SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt. Land at own risk.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110° 260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)
STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi 250°-280°, 40 n mi at min en route alt. (3-14)
UKIAH -RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
COLORADO: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk. (1-
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)
HARTFORD-BRAINARD FLD: All dike apch lgts inop. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (7-23)
NORWICH-RADIO: About Jan 8, VOR will be shut down until approx Feb 2, modernization.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Closed until June 1, 1957. (11-15)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends & evenings.
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.
WASHINGTON NAT'L ARPT-TOWER: About Jan 4, ASR-3, will be shut down until approx Jan 9. (12-18) FLD: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway 36. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) Slopeline approach lighting system serving runway 36 decommissioned. Centerline approach lighting system commissioned. Sys extends 3000 ft from rnwy pavement out into apch. Sys consts of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red bar lgt on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (12-19)
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
**BOOT KEY-KEY VACA: 123' (127'MSL) unlgtd twr erected at lat 24-42-18, long. 81-04-36.
BREWSTER-SPECIAL NOTICE: 200' (346'MSL) lgtd steel stack being erected 1.3 n mi E.
CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontd.
COCOA ARPT: N/S rnwy closed. E/W rnwy under const. Fill operns on E end. Caution.
DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 333° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28) Due to temp shutdown, Temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.
**DELAND ARPT: 209' (304'MSL) lgtd twr erected 5.2 n mi S (190°T) at lat 28-58-47, long. 81-17-42. (12-3)
**ISLAMORADA MATECUMBE KEY: 130' (134'MSL) unlgtd twr erected at lat 24-54-27, long. 80-38-42. (11-20)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operns. (8-13)
KEY WEST-INTERNATIONAL ARPT: Rnwy 16-34 clsd. Rnwy 8-26 temp clsd. Caution advised rnwy 9-27 due ditches and large piles of dirt both sides of rnwy. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.1 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Men and equip. on fld. No ngt operns. (12-14)
**LAKE CITY ARPT: 403' (506'MSL) lgtd twr erected 3.9 n mi WSW (246°T) at lat 30-09-20, long. 82-38-12. (11-7)
**LITTLE TORCH KEY: 260'(263'MSL) lgtd twr erected at lat 24-40-39, long. 81-23-42.
**LONG KEY: 180' (184'MLS) lgtd twr erected SW end at lat 24-48-42, long. 80-49-36.
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat & Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.
MIAMI-RADIO: About Jan 10, N course LFR will be realigned from 160° to 136°. (10-17)

FLORIDA: *MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flights operg within an area of 10 n mi radius at ngt, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.*

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by tower. Tactical approaches prohibited. (7-20) Men and equipment working 400' S of rnwy 9L-27R constructing parallel taxiway. (11-20)

**NAPLES-AMERICA ARPT: 125' (131' MSL) lighted twr erected 1.0 n mi SW (243°T) at lat 26-08-23, long. 81-47-49. 175' (185' MSL) lighted twr erected 11.0 n mi N (1°T) at lat 26-20, long. 81-46. (11-1)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

PENSACOLA-SPECIAL NOTICE: Effective Jan 10, 1957, that portion of Caution Area C-488 conflicting with redesignated civil airway V-134 will be rescinded. (12-5)

**PUNTA GORDA-CHARLOTTE CO. ARPT: 150' (155' MSL) lighted tower erected 2.6 n mi SE. (11-1)

**ROCK HARBOR-KEY LARGO: 140' (145' MSL) unlgtd twr erected at lat 25-05-48, long. 80-26-06. (11-20)

**STOCK ISLAND: 150' (154' MSL) lighted twr erected at lat 24-34-42, long. 81-44-42.

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MARBY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

GEORGIA: ALBANY-RADIO: About Jan 21, 1957, VOR will be shut down until approx Mar 25. (12-11) During VOR shut down flights cleared on V-airways shall use direct courses between Albany LF range and next VOR fix. MEA V-35 Tallahassee-Albany 1600'; other MEA'S as charted. Red Dog Int unusable. Acft equipped VOR only require MEA 4000' on V-35 Tallahassee-Macon; 10,000' on V-97 Atlanta-Albany. V-159 Albany-Cross City, Florida unusable. (12-13)

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-SPECIAL NOTICE: Effective 20, Sept, Form 511.1 dated Nov 12, 1954, Missed Approach for Atlanta LFR amended to read "within 1.3 nautical miles turn left climb to two thousand feet and proceed on SW course ATL LFR within 20 miles."

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

GEORGIA: ATLANTA ARPT: Arriving acft make initial contact with Atlanta Apch Ctl on 120.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwy 33R-15L clsd. Rnwy 27R-9L open daylgt hrs only for acft 10,000 lbs and under, and full responsibility of use is in the pilot. (11-14)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: Caution - all courses LF range have moderate to severe multiples. (8-29) December 19, VOR flight checked and re-commissioned at latitude 32-36-56, longitude 85-01-06, 6.2 nautical miles northwest of airport. No change in identification or frequency. (12-19)

✱LA GRANGE-RADIO: Dec 17, VOR/DME flgt-checked and cmsnd at new lctn: lat 33-02-54, long. 84-12-24, 6.8 n mi WNW Callaway Fld. Monitoring category (1). (12-17)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

SWAINSBORO-THOMPSON ARPT: Closed - new rnwy under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

**VALDOSTA ARPT: 208' (418' MSL) lgtd twr erected 2.5 n mi N (358°T) at lat 30-49-15, long. 83-16-25. (11-14)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: October 23, VOR shut down until approximately December 28. During shutdown, the following airways are not usable for IFR: V-4S Burley - Glenns Ferry Int. (during this period Glenns Ferry Int is described as Int of Burley 274° M and Mountain Home TVOR 077° M). (12-13)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide located 165' off NW end rnwy 12-30. Marked by line of red flags extending 36" above ground on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student training in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 miles, between 2500' and 5500' MSL.

BRADFORD-RADIO: H fac usable distance 20-25 s miles. About Dec 31, H facility will be decmsnd. (11-30 VOR coverage limited to 36 n miles MEA from 265° clockwise to 30°. (11-29)

CHAMPAIGN ARPT: 20' poles erected approx 150' N and adjacent to E/W rnwy. (9-5)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

**CHICAGO-ELMHURST ARPT: (formerly carried as Elmhurst, Ill.). Effect. Dec 31, 1956, field will be closed. (4-2)

CHICAGO-MEIGS FLD: Caution - S end rnwy distance from threshold lights to seawall 90'.

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when apchg back course ILS lclzr from the E. Back course has lgt to moderate bends. TVOR unreliable due to crs roughness beyond 20 n mi all azimuths, beyond 9 mi 360°-015°, 190°-200°, 160°-170°, not usable 040°-050°. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side green threshold lgts on apch end rnwy 31L.

ILLINOIS: CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of two-way direct commun with ctl twr.
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70-130° and 155°-317° 35 n mi at 2000'MSL.
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on field.
DIXON ARPT: Under const - open trenches along runway. Lgtg under construction.
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi. between 2500' and 5500' MSL.
GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended day-lgt working hrs. Land at own risk.
GILMAN ARPT: Closed.
HARVEY-RUBINKAM ARPT: Effec Jan 1, 1957, erection will begin of a 16 pole utility line 25' above ground, lctd 250' N.
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13.
KEWANEE ARPT: Men and equip. on fld intermittently - caution.
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted.
MACOMB ARPT: Operated on limited status until April 15, 1957.
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100 ft width. Mrkd flags at ends.
MOLINE-RADIO: About Jan 7, VOR/DME will be shut down until approx Feb. 18.
NAPERVILLE-SPECIAL NOTICE: Caution-intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long. 88-08, about 5.5 mi S of Naperville or 5 mi SSW Naperville VOR on 189° radial.
OAKLAWN-HARLEM ARPT: Reported abandoned.
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt.
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt.
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy- days.
SPRINGFIELD-RADIO: Nov 13, VOR shut down until approx Feb. 7, 1957- modernization.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 & long. 87-21, 87-26.
**ANDERSON-ACE ARPT: 534'(1400'MSL) lgtd twr erected 2.0 n mi WNW(302°T) at lat 40-03-42, long. 85-42-33.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'.
EVANSVILLE-DRESS MEMORIAL ARPT: Standard Inst Apch Proced ILS/ADF #1, Amdt. #4, dated 21 July 56, in column 5, change 2nd item to read "2000" instead of "1800".
FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction.

INDIANA: GREENSBURG ARPT: Use E half N/S rnwy only.
HUNTINGTON-SCOTT RANCH ARPT: New arpt reported - Location 6 mi SSE; Elev 816; No of rnwys 2; Longest rnwy & Facilities 22-L4; Fuel octane 87.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC(approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. Nov 13, VOR/DME shut down until approx Jan 7 - modernization.
INDIANAPOLIS-WEIR COOK ARPT-TOWER: About Dec 21, freq 348.6mc will be cmsnd. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW. Lat: 39-34-40, long. 85-48-00. Elev: 800'. No. of rnwys: 2. N/S rnwy 2640', E/W rnwy 3460'. Surface: sod. Minor & major repairs. 80/87 fuel. Opern from sunrise-sunset. 30' p-line N, E, W.
SHERIDAN ARPT: 300'(1230'MSL) lgtd twr being erected 6.1 n mi SSE(158°T) at lat 40-05-15, long. 86-09-25.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TILDEN-RADIO: See Indianapolis, Indiana.
IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CEDAR RAPIDS-RADIO: VOR operg. experimentally. Freq 115.8mc. Voice ident. only.
**COUNCIL BLUFFS ARPT: Two 195'(1167'MSL) lgtd twrs erected 4.5 n mi WNW(312°T) at lat 41-11-59, long. 95-54-34.
DALLAS CENTER-HUSBAND ARPT: No snow removel during winter months.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
IOWA CITY-RADIO: Oct 29, VOR shut down until approx December 29.
MASON CITY-RADIO: Dec 20, VOR recmsnd - opern normal.
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120 ft wide.
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg. and on portions of ramp and taxiway NE of Air Force hangars.
**WATERLOO MUN ARPT: 165' lgtd rdo antenna erected approx. 2.31 miles SW at lat 42-32-46, long. 92-26-40. Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars.
WEBSTER CITY MUN ARPT: NW/SE strip closed - construction E/W strip closed.
KANSAS: ANTHONY-RADIO: October 1, VOR shut down until approximately December 31- modernization.
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding airport.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys closed.
**EL DORADO ARPT: 265'(1655'MSL) lgtd twr erected 3.9 n mi NW(325°T) at lat 37-49-40, long. 96-51-50.
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt.
GARDEN CITY-RADIO: October 29, VOR shut down until approximately December 29.
**GREAT BEND ARPT: 286' (2126'MSL) lighted tower erected 4.5 n miles E(103°T) at latitude 38-20-45, longitude 98-46-01. (11-1) About January 10, 1957, 205' (2045'MSL) lighted tower will be erected 6.4 nautical miles ENE (73°T) at latitude 38-22-53, longitude 98-44-06. (12-13)

(21 Dec 1956)

KANSAS: *GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days.*

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

LIBERAL ARPT: Const pipe line under S end N/S rnwy and adjacent taxi strip beginning Dec 17, end approx January 1, 1957. Flagman guarding at all times. (12-5)

OSBORNE ARPT: Strip lgts inop.

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL-RADIO: About January 1, VOR/DME will be shut down until approx February 1- modernization. (11-20)

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - mrkd. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

TOPEKA-PHILIP BILLARD ARPT: Construction in progress W side of N taxiway N of hangar line, also from S edge of SW ramp and taxiway to and including 600' of apch end of rnwy 4. Rnwy 4 clsd for lndg, usable for take-off and taxi only, except for first 600'. Rnwy 22 clsd for lndg and take-off, usable for taxiing. Excavation area lgtd nights, flagged days. Use rnwys only. (12-3)SEE PAGE 85 FOR ADDITIONAL RADIO NOTAM.

WICHITA ARPT-TOWER: About Jan 5, Radar Arrival Control will be cmsnd. (12-18) FLD: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-SPECIAL NOTICE: A moored balloon being operated for the purpose of sampling smoke conditions over downtown Louisville and westward to the river, height not to exceed 1000' above immediate terrain. (6-26)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14) About Jan 9, VOR will be shut down until approx Feb 4 - modernization. (12-10)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: **BATON ROUGE-RYAN ARPT: 318'(344'MSL) lgtd twr erected 10 n mi N (16°T) at lat 30-11-48, long. 91-05-50. (12-3) Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots mrkd with red flags. (5-4)

LAKE CHARLES-RADIO: ILS lclzr and glide slope inop. (12-12)

LOUISIANA: MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Mississippi, 1600' MSL, V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS: Effective January 10, 1957, Caution Area C-137 will be rescinded. (12-5)

NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR not avail. for radar arrival control. (10-30) FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730 - 0930 daily and 0800-1200 Sunday. (11-1)

WELSH ARPT: E/W rnwy closed nights. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 60°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894' MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of arpt.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3) Rnwy 16-34 not plowed during winter months. (12-3)

PHILLIPS-PLEASANT VALLEY FARMS: Caution-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylight hours only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd night operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long 76-01-45; services minor repairs; 80/87 octane gasoline; radio freq 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)

★GRANTSVILLE-RADIO: Dec 18, VOR cmsnd for arwys only. Freq: 110.4 mc. Ident: GRV. Lctd: lat. 39-38-06, long. 79-03-00. Elev 2665' MSL. Monitoring Category (1). Class: VORW. Monitoring from Morgantown, W. Va. ATCS. (12-18)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

INDIAN HEAD-SPECIAL NOTICE: The controlled firing area described below be established for use by the Dept of Navy. Name: Indian Head, Md., Controlled Firing Area. Description: 1,000 yd radius of lat 38-32-40, long. 77-14-36. Altitude: Surface to 1,500 ft. Activities Conducted: Demolition. Time of Use: 0800-1130 Mon thru Fri - holidays excluded. Controlling Agency: C.O. Stump Neck Annex, Naval Powder Factory, Indian Head, Md. Effective date: January 25, 1957. Activities be conducted in accordance to the applicable portions of the Airspace Terms of Reference and Procedures Manual and that non-fragmentation charges will present no hazard to aircraft and a safety officer will be on duty at all time when firing is being conducted to assure that firing will cease when acft are approaching the area. Weather reports will be obtained from MCAS, Quantico, Va.

LAYTONSVILLE-DAVIS ARPT: Caution-const extending rnwy 500' at ENE end. (7-11)

MARYLAND: RISING SUN-FARMINGTON ARPT: Arpt reported-3 mi SE;elev 140';lat 39-40 long. 76-00; services minor repairs;80 octane gasoline; 1 rnwy(NE/SW)2000' x 200'.

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts.

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only.

WHITE MARSH-QUINN ARPT: Arpt reported-1mi SW; elev 200';lat 39-24, long 76-25; services minor repairs; 80 octane gasoline; 1 rnwy(E/W) 2460' x 200'.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM)ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL; jets fly 1800'MSL.

BOSTON-LOGAN ARPT-TOWER: About Feb 3, PAR-1 will be shut down until approx Mar 1. FLD:Obstn lgts on174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron btwn radar twr and NG hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited.Ctn-const 140'ctl twr lctd term. bldg area 2000' from centerline rnwy 15 & 1750' from centerline rnwy 4L lgtd.Use mrkd hard surface rnwys& taxiways only. Areas including grass shoulders unsafe. Caution-sea-gulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white light. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100 ft. intervals along extended rnwy centerline starting 1140 ft from end of rnwy pavement and ending 40 ft from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equipment working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) About Jan 3, 1957, additional lgts will be added to existing apch lgtg system serving rnwy 4R. Complete system will then consist of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' to 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Optn of lgts is determined by prevailing wea conditions and is controlled by twr. (12-5) First third rnwy 4R reported uneven by pilots of hi-speed and hvy acft-ctn advised. 1199'(1349'MSL) lgtd twr being erected 10.9 n mi WSW(252°T) at lat 42-18-37, long. 71-14-14.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n miles.

FALMOUTH- COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5mc; listen 126.18mc prior entering Otis RAPCON area.

MARSHFIELD ARPT: Unattended for private use until March 1, 1957.

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15, 1957.

NANTUCKET SHOALS-SPECIAL NOTICE: Effect. Jan 26, 1957, the Nantucket Shoals Offshores Warning Area W-506, is re-established in the following described area: Beginning at lat 41-12-30, long. 69-40-00; thence to lat 41-08-00, long. 68-00-00; 41-00-00, 68-00-00; 39-52-00, 68-58-15; 40-11-45, 69-13-30; 40-47-00, 69-40-00; to the point of beginning.

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

[redacted]: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge field.

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy const.Old N/S strip on E side usable.

MICHIGAN: BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.

BIG BEAVER ARPT: N/S rnwy not maintained.

**BIRMINGHAM-BERZ ARPT: 150'(818'MSL) twr erected 6.3 n mi S(195°T) at lat 42-26-43, long. 83-12-22. About Jan 1, 350'(1025'MSL) lgtd twr will be erected 5.7 n mi SW(255°T) at lat 42-28-24, long. 83-15-40.

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

COLDWATER-BRANCH COUNTY ARPT: Closed to all operns - construction.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilots' request.

✱DETROIT-WAYNE MAJOR ARPT-TOWER: Sept 17, glide slope shut down. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 & old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.

**DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. 137'(843'MSL) water tank erected 2.1 n mi SSW(220°T) at lat 42-12-15, long. 83-33-15.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy.

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L & 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const.

JACKSON-REYNOLDS ARPT: Rnwy 9-27 ruf, usable for lgt acft. Ctn-apch end of rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area.

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW.

L'ANSE-MUZZY'S LODGE ARPT: Closed.

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245kc serviceable approx 5 to 7 n mi-interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Oct. 29, lclzr & glide slope shutdown until approx December 10. FLD: Acft parked W side fld E of apron. A processing seed plant 65'(910'MSL) const 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, marked.

MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of beacon.

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy closed.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: Nov 15, VOR shut down until approx Jan 15.

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S rnwy closed to night flying.

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 restricted to 10,000 lbs gross weight single wheel.

PONTIAC MUN ARPT: Const W of fld.

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed.

SAULT STE. MARIE ARPT: Bcn and rnwy lgts inop. All rnwys xcpt 9-27 clsd due snow.

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-marked.

[redacted]: AITKIN ARPT: Airport usable with skis only until further notice. (12-17)

MINNESOTA: **CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equipment on fld - days.

GRAND MARAIS-SPECIAL NOTICE: A temp restricted area (R-187A) effective Jan 1, 1957, through March 31, 1957, is estab within the following area: from lat 47-26, long. 90-53; to lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and night; this area is to be used only during VFR wea conditions. Using agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)

GRAND RAPIDS ARPT: ESE WNW rnwy clsd - intsxn with new rnwy rmf. (10-24)

**MILLE LACS-SPECIAL NOTICE: Effective immediately, the following described Caution Area (C-512) is estab: bounded on the W by long. 94-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude: 8000' to 25,000' MSL. Activity: Air-to-air camera gunnery training missions using tower aerial target. Time of use: Sunrise-sunset, VFR wea conditions only. Controlling agency: 2446th Air Reserve Flying Center, Minneapolis St. Paul International Arpt, Minneapolis, Minn.

MINNEAPOLIS-ST PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)

ST CLOUD-WHITNEY MEMORIAL APPT: N/S rnwy clsd winter months. (11-21)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: **BENOIT-SPEAKES ARPT: 200' (328' MSL) lgtd twr erected 2.3 n mi SE (135°T) at lat 33-35-21, long. 90-58-29. (11-15)

**CLEVELAND-BOLIVAR CO. ARPT: 253' (393' MSL) lgtd twr erected 2.0 n mi NNE (35°T) at lat 33-47-54, long. 90-43-05. (12-6)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat, one over rnwy every four minutes. All tfc left, alt. 1000'. (6-26) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved. (10-30)

MERIDIAN-RADIO: Sept 25, VOR/DME shut down - reletn. Soon will be recmsnd at lat 32-22-44, long. 88-46-12, about 3.3 n mi NW of arpt. Freq will be changed from 115.3 mc to 115.4 mc. During shutdown the following temp MEA effect: V-13 Jackson VOR to Tuscaloosa, Ala VOR 5000'; V-16 Jackson VOR to Meridian LFR 2000'; V-18 Meridian LFR to Tuscaloosa VOR 2500'; V-154 Meridian LFR to Safford Int 2000'; V-18S Jackson to Meridian VOR and V-18N Meridian VOR to Tuscaloosa VOR unusable. (10-22)

MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)

TUPELO ARPT: About Dec 28, 529' (854' MSL) lgtd twr will be erected 4.9 n mi NNE (35°T) at lat 34-19-24, long. 88-42-39. (12-13)

MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pattern. Movements of mil acft ctld and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.

KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable xcpt for right side opern.

KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: About Jan 15, 132.3 will be decmsnd.

KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to the ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri Riv 700' SSE lat 39-07, long. 94-35. Rdo revr required.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL

MISSOURI: 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.

ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 500' E of taxi strip 34, 600' N of taxi strip 7.

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

**SPRINGFIELD ARPT: 304' (1564' MSL) lgtd twr erected 6.0 n mi SE (153°T) at lat 37-09-36, long. 93-20-22. (12-7)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow bndry mkrs. (5-2)

MONTANA: ✱BILLINGS ARPT-TOWER: Dec 14, ILS loizr and glide slope reletd and cmsnd. Loizr freq: 110.3 mc (with voice). Ident: BIL. Lctd: 1500' S of E end centerline rnwy 9. Glide slope freq: 335.0 mc. Lctd 1250' E of W end and 500' S of centerline rnwy 9. Glide slope angle: 3°. Elevation over MM 3635'; OM 4965'.

BUTTE-RADIO: DME and VOR coverage 347°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,000'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000; 110°-150°, 17 n mi; 150°-260°, 25 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

FORT BENTON ARPT: Fld lgts inop. (11-27)

HELENA-RADIO: VOR flgt-checked for en route airways use only at min instr alts. Westerly radials serving Victor 2 arwy have limited usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flight-checked for en route airways use only at minimum instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF range operating as MH fac. (12-13)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 closed to acft over 25,000 lbs gross wt. (12-6)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 25 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-298°, 17 n mi at 10,000'; 298°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway clsd.

KIMBALL ARPT: No fuel avail. (12-9)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on S/W portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equipment crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to light aircraft only. (11-6) Beacon inop. (11-9)

NEBRASKA: SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW durg daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways.
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone Area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt witnin a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LAS VEGAS-RADIO: Dec. 10 to Jan 11, VOR will be shut down. During this period the following arwys will not be usable: V-105 Las Vegas - Prescott; V-135 Las Vegas - Needles; V-21E Las Vegas - Mead Int. V-8, 21 Daggett - Mormon Mesa MEA 10,000'.
LOVELOCK-RADIO: VOR coverage 40°-60°, and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. About Jan 14, VOR will be shut down until approx Feb 15. During this period V-8 Las Vegas - Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 Las Vegas - Milford; V-21E Las Vegas - Mormon Mesa; V-237 White Hills Int - Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable.) (11-8)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info avail. by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: Rnwy 3-21 closed for winter - will not be plowed. Rnwy 30 clsd to night operations due outage of lgts on high tension lines E. (12-10)
HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: ATY. Lctd near Avalon, N.J. (11-29). About Jan 15, will be cmsnd at lat 39-07-29, long. 74-45-55. (12-18)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip. on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads.
MILLVILLE ARPT: Rnwy lgts inop. N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and night.
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.
NEW JERSEY
NEWARK ARPT-TOWER: Dec 12, ASR-3 shut down until approx Dec 21. (12-18) FLD: 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.
**NEW BRUNSWICK-HADLEY ARPT: Add prefix (PC). (12-17)
OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. (8-15)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inoperative until approx
** Jan 2, 1957. (11-27) FLD: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. 800' extension to rnwy 16 unlgtd and unusable - men and equipment working in extension area. (12-3)
NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)
ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational but unreliable, on W end of rnwy 08-26 upon request. Landings will not be made in overrun area and taxiing across barrier will be held to a minimum. First 2600' of rnwy 21 clsd to all landings. (11-30)
CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
COLUMBUS, SITE 34, PHX-ELP ARPT: No aviation gasoline avail until further notice.
CORONA-RADIO: About Jan 7, VOR will be shut down until approx Feb 8. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 and 68N Albuquerque - Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V 68 and 68N Corona-Roswell; V-83 and 83N Corona-Roswell. (12-10)
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)
GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.
GRANTS-RADIO: About Jan 14, VOR will be shut down until approx Feb 15. During this period the following arwys will be affected: V-12 Zuni-Albuquerque MEA 11,000'; V-190 Grants - Int Grants 054° radial and Albuquerque 012° radial not usable; V-192 Grants - Bernardo Int not usable. (11-8)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

NEW MEXICO: LOVINGTON-LEA COUNTY ARPT: Fld open to operns with caution - men
** and equip on fld. (11-14) 1610' (6086' MSL) lgtd twr erected 33 n mi NW (321°T) at lat 33-22-32, long. 103-46-05. (11-20)
OTTO-RADIO: VOR radials usable 26 n mi.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
TRUTH OR CONSEQUENCES-RADIO: Dec 3, VOR shut down until approx Jan 17. During this period V-19 Albuquerque - Harrington Int not usable. (11-5)
ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: **ACCORD ARPT: 180' twr 13.0 n mi NE (50°T) at lat 41-56-48, long. 73-59-55 dismantled. (11-15) 154' lgtd twr 12 n mi NE (46°T) at lat 41-56-17, long. 74-01-45. (11-15)
BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400E, Mon-Sat only. (10-25)
ELMIRA-RADIO: VOR has roughness in all quads. About Jan 7, VOR/DME will be shut down until approx Feb 15 - modernization. (12-11)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavailable transient acft. (4-5)
GENEVA-SCENIC AIRE PARK ARPT: Clsd. Services discontd. Rnwy avail for emerg. use - no snow removal. (11-29)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester County Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; LaGuardia Fld, N. Y., and Newark Arpt, N. J.
NEW YORK-INTNL (IDLEWILD) ARPT-TOWER: Soon ASR-3 will be shut down. About Jan 10, 1957, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy, #22. Elev: 10' MSL. Inbound bearing: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Lctd 300' SE of centerline of the NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 1500' MSL;
** alt over OM 240' MSL. (12-18) FLD: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter-type acft. Clsd mil acft xcpt on ofl. bus or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of arpt manager. Caution - use paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, available taxiing only. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy sys in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of int with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes & hvy truck operns within arpt bndry - mrkd. New exten taxiway temp LL from rnwy 13L-31R to taxiway E open for full opern. Mrkd by delineators.

NEW YORK: Extension of taxiway CC connecting taxi J and U opened. (9-24) Relocated taxi CC between A and Z opened. (10-21) Taxi O between taxi X and W opened. (10-22) New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. Temp taxi LL between taxi E and F opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp mrkd by delineators. Caution. Follow centerline. About Dec 24, a centerline apch lgtg sys serving rnwy 22 will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1900' from pavement. (11-13) 40' lgtd pole on mkg SE rnwy 22, mrkd, lgtd. (12-20)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on ground control 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft - days. Obstrs and equip mrkd - flags days, lgtd nghts. Equipment parked 250' from centerline of rnwys when not in use. (9-28)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of mrkd-off area in vcnty of windsock. Use grass for taxiing. (5-22)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by 2-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (5-27)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)
**PENN YAN ARPT: Add prefix (PC). (12-14)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft & jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' & visibility 3 mi. Non-rdo equipped acft maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5500'.
**ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) 2-way rdo rqrd. (11-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri; blasts cause shock & flying missiles up to 1000'.
SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp & portions of taxiways serving rnwys 22 & 33. Caution—lndg jet acft using left hand pat at 1879' MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-5)
SPITFIRE LAKE; Clsd seaplane operns - xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 clsd; usable portion 6800'. Apch lgts inop. (6-8)
UPPER ST REGIS LAKE: Clsd seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 260°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

NEW YORK: WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **BURGAW ARPT: 300' lgtd twr erected 1 n mi NE(66°T) at 34-33-35, 77-56-15.

CHERRY POINT MCAS-RADIO: Navy LFR shut down. (12-5)

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx March 20, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (12-5)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 355°-005°, 040°-050° and 310°-325° out of tolerance acct excessive roughness and bends. (11-6)

★GREENSBORO-HIGHPOINT ARPT-TOWER: ILS lclzr back course restricted. Rcvd too late for inclusion on ANRA page. (12-19)

HICKORY-RADIO: About March 1, 1957, VOR will be emsnd at lat 35-52-19, long. 81-14-19.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flight-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance account roughness and bends. (11-1)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lighted sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Bndry lights inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flight-checked to shoreline only. (8-14)

**WILMINGTON-NEW HANOVER CO. ARPT: 200' (210' MSL) lighted tower erected 5.2 n mi WSW (252° T) at lat 34-14-52, long 78-00-05. (12-6) Helicopters lndg and take-off use caution to avoid 55' unlighted overhead high voltage p-line running W from control tower to airport boundry. Open ditch 1500' W of midfield intersection 60' from both sides runway 9-27. Due to non-visibility tower unable to control traffic on taxi strip between runways 16 and 23 and section W of hangar on taxi strip from terminal ramp to runway 9. (8-1)

NORTH DAKOTA: FARGO-RADIO: October 8, VOR/DME shut down until approximately January 1 - modernization. (11-26)

FARGO-HECTOR FLD: Dec 30, 200' (1131" MSL) lgtd twr will be erected 19 n mi NW (321°T) at lat 47-10-55, long 97-03-40 and being dismantled approx January 1, 1957. (12-7) About January 1, 1957, 200'(1101'MSL) lgtd twr will be erected 5.8 n mi SSE(166°T) at lat 46-49-52, long 96-47-53 and being dismantled approx January 14, 1957. (12-7) About January 17, 1957, 200'(1268'MSL) unlgtd twr will be erected 24.2 n mi W (270°T) at lat 46-55-07, long 97-24-23 and being dismantled approx January 27, 1957. (12-12) 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6) Stacks of drainage tile 300' W of rnwy 17-35. (12-12)

JAMESTOWN ARPT: About January 27, 1957, 200'(1685'MSL) lgtd twr will be erected 13.9 n mi FSE(113°T) at lat 46-50-14, long. 98-22-24 and being dismantled approx Feb 10, 1957. (12-12) About Feb 3, 1957, 200'(2145'MSL) lgtd twr will be erected 18 n mi NW(300°T) at lat 47-04-55, long. 99-03-04 and being dismantled approx Feb 10, 1957. (12-1)

MAYVILLE ARPT: About Dec 24, 200'(1175'MSL) lgtd twr will be erected 8.0 n mi. NNE (30°T) at lat 47-35-59, long 97-14-01 and being dismantled approx Dec 30. (12-7)

VALLEY CITY ARPT: About Jan 23, 200' (1661'MSL)lgtd twr will be erected 3.9 n mi ENE (89°T) at lat 46-56-17, long. 97-55-24 and being dismantled approx Feb 3, 1957. (12-12)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

**WILLISTON-CHANDLER ARPT: 878' (3221' MSL) lgtd TV twr erected 6.1 n mi WSW (257°T) at lat 48-08-02, long. 103-51-36. (8-26)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L. (12-4)

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red, 19, Victor 103 and Red 17 will become perm U. S. NAS Akron, Ohio, acrobatic-camera gunnery area from surface to 20,000' during daylight hrs VFR conditions only. (11-28)

OHIO: CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GRTR CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway.. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2500'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2500'; 210°-050°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17)

CLEVELAND LAKEFRONT ARPT: New rnwy const in progress 200 ft N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

**COLUMBUS-OHIO STATE UNIVERSITY ARPT: Add prefix (PC). (12-14)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt ctl zone. Entering ctl zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules-Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Const - men and equip on fld. (7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication durg period of interference.

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (12-4)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (12-6)

PORT CLINTON ARPT: Const 400 ft gravel extension N end rnwy completed. Caution durg wet thawing wea. Extreme edges 40 ft wide extension soft in spots. Rnwy 2180 ft hard surface; 150 ft stone S end, 400 ft stone N end, approx 950 ft sod overrun beyond stone N end. Soft sod areas durg wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29) (21 Dec 1956)

OHIO: TOLEDO-EXPRESS ARPT: Const in progress on 850' extension NE end and 950' SW end rnwy 7-25 and associated taxiway Equip. operg in these areas. Do not land short of threshold markings. Areas flagged. 5200 ft. usable.
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed.
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.
WILLOUGHBY-LOST NATION ARPT: Caution-const NE/SW rnwy being extended to NE -flagged days.
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi.
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260,° below 3000';270°-030° below 3500'. (3-25). UHF/DF unreliable below 3000' MSL all quads. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc in section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy closed-due const. Caution-equip. on field. (10-31)
MANGUM-PONDER ARPT: Closed. (3-2)
**NORMAN-WESTHEIMER ARPT: 80, 87 and 100 octane gas available. (12-14)
NOWATA ARPT: Caution-NE/SW rnwy under part-time const. (9-25)
OKLAHOMA CITY-WILL ROGERS ARPT: 130' lgtd oil rig erected 2 mi SW. (11-14)
**SHAWNEE ARPT: 193'(1373'MSL) lgtd twr erected 4.1 n mi NNE(29°T) at lat 35-24-42, long. 96-54-42. (11-14)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multiengine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Sunsdrag racing. Racing held up while acft in tfc pat.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH, SITE 73, RIV-DLS ARPT: Clsd. Soft and S end flooded. (12-12)
BEND-STERNS ARPT: Closed durg winter - due snow. (12-7)
CRESCENT LAKE-JUNCTION ARPT: Closed durg winter due snow. (12-7)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100'. Partial grading for 1500' exten N end rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from Adm Bldg to SE end of fld clsd and hazard marked. (11-19)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: Oct 16 VOR shut down until further notice -modernization. During this period, the following arwys will not be usable: V-25 RBL-RDM; V-122 LMT-Klamath Junction Intsxn. (11-26)
LAKE O'WOODS ARPT: Closed durg winter- due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Closed durg winter - due snow. (12-7)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000';255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE of E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr. alts Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTN'L ARPT: 600'MSL lgtd twr being erected 5.0 n mi SE(159°T) at lat 45-30-01, long. 122-33-11. (12-4) Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-16)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on field. (5-2)
**SPRINGFIELD ARPT: Add prefix (PC). (12-14) Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discontinued. (10-8)
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHAM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)
BRISTOL-3M ARPT: Caution - construction equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi-due heavy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry -lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CHAMBERSBURG-SUNSET ARPT: Effect. Feb. 28, 1957, arpt will be closed permanently.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000';43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intssn of rnwy 2-20 and 10-28 clsd-const of Terminal Bldg. Perimeter of const area flagged, lighted. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125°, beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must receive Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed approach procedure for this field. (10-24)

PENNSYLVANIA: PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPSBURG-RADIO: VOR/DME shut down. (11-5)

PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E. quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohobited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. DME coverage 26 n mi at MEA in all azimuths. (11-5)

**CHARLESTON AFB/MUN ARPT: All acft must be equip. with functioning two-way rdo with appropriate twr freq. (10-1) Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

FLORENCE-RADIO: VOR radials 125° thru 145°, 200° thru 265° - out of tolerance account roughness and bends. (11-5)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SOUTH CAROLINA: MYRTLE BEACH AFB/MUN ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)

SOUTH DAKOTA: ABERDEEN-RADIO: About Dec 21, VOR will be shut down until approx Feb 1 (11-28) During shutdown, the following MEAs are authorized: Bismarck-VOR direct Aberdeen LFR 3500'; Aberdeen LFR direct Watertown VOR 3000'; Aberdeen LFR direct Huron VOR 2500'. (11-29)

ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20) N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

PHILIP-RADIO: VOR/DME shut down until approx Jan 15 - modernization. (12-3)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

SIOUX FALLS-RADIO: About Jan 14, VOR will be shut down until approx Feb 25. Freq will be changed to 115.0 mc - DME to channel 70. (12-10)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

**BRISTOL-TRI-CITY ARPT: Designated as feeder type arpt. Max gross load limitation 30,000 lbs. (12-17)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and rcvr capable of rcvg instructions from ctl tower; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 13, ASR shut down until approx Dec 27 - modernization. (11-13) ILS glide slope inop. (12-18)

**MEMPHIS ARPT: 303' (643'MSL) lgtd twr erected 11.0 n mi ENE (70°T) at lat 35-07-38, long. 89-46-06. (12-1) 2 lgtd poles approx 1/2 mi SW end Rnwy 3-21, removed. Rnwy lgts rnwy 9-27 spaced at 400' intervals. (12-13)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-14- Dyersburg VOR to McEwen int 5000'; McEwen Int to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (11-20)

**NASHVILLE-BERRY FLD: 1380' lgtd TV twr erected 6.6 n mi W (274°T) at lat 36-08-50, long. 86-49-54. (11-8) Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (9-10)

TEXAS: ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)

ALICE ARPT: Bndyr lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)

TEXAS: **BEAUMONT-JEFFERSON COUNTY ARPT: 223' MSL lgtd drilling platform erected 26 n mi SSW (195°T) at lat 29-33, long. 94-12. Rnwy 11-29 clsd - construction.
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
CORPUS CHRISTI-RADIO: About Jan 14, VOR will be shut down until approx Feb 4. (12-11)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.
**DEL RIO ARPT: Road across N/S strip removed. Rnwy lgts on rnwy 12-30 operate sunset-2400. (12-11)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'. About Jan 14, VOR will be shut down until approx Feb 4 - modernization. (12-11)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone: hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22, 17; right hand to rnwys 35, 04, 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on landing lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equipment avail. Tetrahedron uncontrollable, unreliable - not to be used as traffic direction indicator. (11-27)
FT WORTH-MEACHAM FLD-TWR: ILS glide slope out of tolerance from MM to touchdown acct severe scalloping. (11-6)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
**GRAND PRAIRIE ARPT: Delete prefix (N). (12-17)
**HARLINGEN-HARVEY RICHARDS ARPT: 307' (353' MSL) lgtd twr erected 4.0 n mi SE (138°T) at lat 26-09-45, long. 97-42-10. (11-14)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: VOR radials 120°-140° and 306° unreliable - roughness and scalloping. Caution in vicinity of Cleveland Texas - intermittent interference. (10-2)
HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)
**HOUSTON INTERNATIONAL ARPT: 153' (192'MSL) lgtd twr erected 7.0 n mi SE (135°T) at lat 29-34-17, long. 95-10-29. (11-6) Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. (12-6)
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)
LONGVIEW-GREGG COUNTY ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)
LUBBOCK-RADIO: Nov 20, LFR shut down until approx Jan 15. Class will be: SBMRLZ. (12-19)
LUBBOCK ARPT: W 300' of E ramp open as taxiway. E 500' of E ramp clsd to acft for cotton storage. (10-9)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sun. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTERNATIONAL ARPT: 165' (300' MSL) twr being erected 5.5 n mi W (270°T) at lat 26-11-20, long. 98-22-30. (10-30) Rnwy 18 clsd for take-offs and lndgs.
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)
MIDLAND ARPK: Mil student flying restricted from use of N S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR-DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
PORT ISABEL ARPT: Clsd all operns - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SAN MARCOS ARPT: NE-SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
SYNDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N S rnwy. (10-4)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-RADIO: About Jan 11, 1957, LF rng will be converted to an H facility. (11-21)
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown acct of severe scalloping and roughness.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300' Coverage over Restricted Areas 219 and 443 not certified.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 140°-155°, 35 n mi; and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 - 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel CApital 3-2311, ext. 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355°, below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone for advisory info.
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
**DANVILLE ARPT: 80 and 100 octane gas avail. (12-19)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

VIRGINIA: HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closed. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civ acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution-hvy civ air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd-old strip lying parallel and S will be available-2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended-no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000';180°-210°, 35 n mi at 5000'. ANRA page.
★NORFOLK-RADIO: Dec 20, trans and rcvr 118.9 mc cmsnd. Rcvd too late for inclusion on
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi;15°-55° &195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000';120°-200°, 35 n mi at 6000';200°-225°, 26 n mi at 6000';225°-255°, 43 n mi at 6000';255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE-RADIO: About Jan 14, TVOR will be shut down until approx Feb. 4. (12-11)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BANDERA ARPT: Closed-due snow. (12-7)
BELLINGHAM-RADIO: VOR radials 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
EASTON, SITE 5B, SEA-HLN: Closed due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150°, unknown prohibited area;150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area;227°-280°, 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)
LESTER ARPT: Closed - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop-due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135° 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000';275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon Intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.
PACKWOOD ARPT: Closed - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Closed to night operations. (6-15)
RENTON ARPT: Work in progress on airport. (11-30)
RIMROCK-TIETON ARPT: Closed-due snow. (12-7)
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: S 800' of rnwy 16-34 and taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle rdo. (8-14) Threshold lgts S end of N/S rnwy temp. relocated 750' N of S end of rnwy. (8-31) Hi intensity apch lgt sys S end runway 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300 ft S of runway 34. (11-1)
SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000';153°-224°, 43 n mi at 5000';225°-264°, 43 n mi at 6000';265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000';261°-280° unreliable;281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
WHIDBEY ISLAND NAS-RADIO: Voice communications out of service. (11-6)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330° 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
★CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc oper'g on test basis. (10-29) Dec 20, trans & rcvr 118.5 mc cmsnd. Rcvd too late for ANRA page.
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31). DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (10-25)
GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800-sunset. 28' hangar 500' E of centerline & 1100' from S end rnwy 35, lgtd. Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men & equip. on rnwy.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.

WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft-unusable. Arpt closed until May 1, 1957.
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Jan 11, 1957-modernization.
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
MADISON-TRUAX FLD-TOWER: About Dec 28, trans and rcvr 275.8 mc will be replaced by 363.8 mc. (12-18) FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg. perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Standard Instr Apch Proceed ILS #1, Amend #9, dated 22 June 56, in columns 11, 12, & 13 raise S-DN-1 ADF minimums from "400-1" to "500-1". About Dec. 30, 162'(878'MSL) lgtd twr will be erected 3.3 n mi SSW(196°T) at lat 42-53-49, long. 87-55-07. (11-3) Rnwy 7L-25R open days only. Obstruction lights on approach end of runway 13 are obscured by trees. Parking facilities limited - itinerant military aircraft on unofficial business may find parking facilities unavailable. Avoid confusion of runway 1 with parallel taxiway to left. (8-15)
OSHKOSH-WINNEBAGO COUNTY ARPT: Use only N/S and E/W runways winter months.
WAUSAU-RADIO: VOR flgt-checked, opern normal. (11-20)

WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

KEMMERER ARPT: Caution - reseeded and soft. (6-22)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.

PUERTO RICO: ★SAN JUAN-ISLA GRANDE ARPT-TOWER: Dec 19, trans and rcvr 233.8 mc cmsnd. Rcvd too late for inclusion on ANRA page. FLD: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high operg intermittently approx 1000' off E end rnwy 9R-27L.

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visibile from twr - caution. (6-7)

✓ DISCONTINUANCE OF AIRWAYS BEACONS: Effective January 18, 1957, the following beacons in Region One are discontinued:

Albany-Boston Arwy
- 1 West Sandlake, N. Y
- 2 Garfield, N. Y.
- 5 Gobble Mtn., Mass.
- 8 N. Wilbraham, Mass.
- 9 Warren, Mass.
- 10 Charlton Depot, Mass.
- 13 Framingham, Mass.

Baltimore-Buffalo Arwy
- 1 Phoenix, Md.

Boston-Caribou Arwy
- 19 Dixmont, Me.

Boston-Montreal Arwy
- 5 Manchester, N. H.
- 7 Webster, N. H.
- 9 Wilmot, N. H.
- 12 S. Strafford, Vt.
- 13 Chelsea, Vt.

Buffalo-New York Arwy
- 1 Marilla, N. Y.
- 2 Orangeville, N. Y.
- 5A Barkerstown, N. Y.
- 9 Campbell, N. Y.
- 10A Gibson, N. Y. (Corning)
- 11 Elmira, N. Y.

Chicago-New York Arwy
- 67 Belvidere, N. J.
- 68 Califon, N. J.
- 70 Summit, N. J.

New York-Montreal Arwy
- 2 Westwood, N. J.
- 3 Haverstraw, N. Y.
- 8 Clinton Hollow, N. Y
- 9 Trivoli, N. Y.
- 13 Ravena, N. Y.
- 15 Mechanicsville, N. Y
- 17 Gansevoort, N. Y.
- 19 Fort Ann, N. Y.
- 20A Black Mountain, N. Y.
- 21 Fort Ticonderoga, N. Y
- 28 Grand Isle, Vt.
- 29 Chazy, N. Y.

Washington-Cleveland Arwy
- 1 Herndon, Va.
- 3 Waterford, Va.
- 4 Hillsboro, Va.
- 6B Gerardstown, W. Va

Cleveland-Albany Arwy
- 13 Westfield, N. Y.
- 35 Verona Station, N. Y
- 38 Herkimer, N. Y.
- 40B Stone Arabia, N. Y.
- 42 Scotch Church, N. Y

Dallas-Louisville Arwy
- 74 (Bonnieville) Cash, Ky
- 76 Hodgenville, Ky.

Louisville-Cleveland Arwy
- 5B Warsaw, Ky.

Nashville-Washington Arwy
- 42 Lowry Station, Va
- 47 Warminster, Va.
- 49 Scottsville, Va.
- 53 Unionville, Va.
- 54 Wilderness Tavern, Va
- 56 Mountain View, Va.
- 58 Belmont Bay, Va.

Cincinnati-Washington Arwy
- 12 Barboursville, W. Va.
- 14 St. Albans, W. Va.
- 17 Blue Creek, W. Va
- 18 Valley Fork, W. Va
- 20 Frametown, W. Va.
- 22 Newville, W. Va.
- 23 Alexander, W. Va
- 35 Linden, Va.
- 37 Hickory Grove, Va

Effective January 18, 1957, Federal operation of the following beacon lights will cease. However, local authorities may assume responsibility for their continued or reactived operation and that Notice to Airmen to that effect should be watched for:

Columbus-Philadelphia Arwy
- 13 West Middleton, Pa
- 17 Pleasant Valley, Pa.
- 26 Shirleysburg, Pa.
- 29B Doubling Gap, Pa.
- 33 Elizabethtown, Pa
- 36 Intercourse, Pa.
- 38 Downingtown, Pa
- 39 Gradyville, Pa.

New York-Boston Arwy
- 1 Geo. Washington Bridge, N. Y

New York-Montreal Arwy
- 1 Teterboro, N. J.
- 6 Poughkeepsie, N. Y

Philadelphia-Allentown Arwy
- 3 Quakertown, Pa.

Pittsburgh-Erie Arwy
- 2 Bakerstown, Pa.
- 3 Nixon Station, Pa.
- 4 Unionville, Pa.
- 5 Forrestville, Pa
- 7 New Lebanon, Pa.
- 9 Meadville, Pa.
- 10 Edinboro, Pa.

Washington-Cleveland Arwy
- 12A Hays Mill, Pa.
- 15 Donegal, Pa.
- 21 Hookstown, Pa

Albany-Boston Arwy
- 34 mi Pittsfield, Pa.

Baltimore-Buffalo Arwy
- 3 Shrewsbury, Pa.
- 9 Pillow, Pa.

Boston-Caribou Arwy
- 3 Newburyport, Mass.

Boston-Montreal Arwy
- 15 Barre, Vt.

Buffalo-New York Arwy
- 12 Bentley Creek, Pa
- 13 Ulster, Pa.
- 15 Campton, Pa
- 16 Meshoppen, Pa
- 18A Scranton, Pa

Cleveland-Albany Arwy
- 8 East Springfield, Pa
- 11 North East, Pa.
- 34 Canastota, N. Y.

Chicago-New York Arwy
- 39 Mercer, Pa
- 40 Milbrook, Pa
- 43B Clarion, Pa
- 44 Holden, Pa.
- 45B Brookville, Pa.
- 49B Bigler, Pa
- 54B Woodward, Pa.
- 56 New Berlin, Pa
- 59 Elysburg, Pa.
- 61A Park Place, Pa.
- 65 Bath, Pa.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

ARK	Newark, N. J., 2nd ILS (Assignment)
CCC	Camp McCall, N. C., Radiobeacon (Assignment)
CWA	Conway Springs, Kansas, TVOR (Assignment)
ISO	Kinston, N. C., Kinston-Stalling AFB (Change from Air Base - KSN on January 15)
IWY	New York, N. Y., Idlewild 2nd ILS (Assignment)
XBK	Big Lake Intersection, Alaska (Assignment)

KANSAS: TOPEKA-PHILIP BILLARD ARPT-TOWER: Jan 15, 1957 at 0800, Apch Ctl will be moved to Olathe Radar fac Olathe, Kans. At that time Olathe CAA Radar Apch Ctl will commence radar apch ctl and lmtd radar Departure Service to Olathe NAS, Grandview AFB, Philip Billard Arpt and Forbes AFB, Topeka, Kans. The Olathe RAPCON will trans on 132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 255.4, 363.8, 348.6, 263.0 and 243.0 mc. The RAPCON will rcv on 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 255.4, 363.8, 348.6, 263.0, 243.0 mc and 3023.5 kc. (12-19)

(21 Dec 1956)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
Williston, Chandler	6.1 WSW; 267°	3221	878	48-08-02; 103-51-36
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	508	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry (Under Construction)	6.6 W; 274°	2049	1380	36-08-50; 86-49-54
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that thould be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON

Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-Douglas International
DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas

Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana

Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni

Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburg, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo.,-Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas
Winston-Salem, North Carolina
Brunswick(St. Simons Is.) Ga., McKinnon
Rawlins, Wyoming-Rawlins

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County (Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird

Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

St. Petersburg, Fla., - Pinellas Co. Intn'l
Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle-Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry

Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
West Lafayette, Indiana - Purdue
W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB
(Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER

Elko, Nevada

Revisions to Instrument Approach Procedures

NEW YORK INTERNATIONAL AIRPORT - Correct the following procedures, in last column(missed approach) by inserting "at 1500 feet" immediately after "130°": LFR #1(1Feb. 1954); ILS #1 (20 Oct. 1955); GCA #1 (17 Dec. 1955); TVOR-1, Amend. #1 (1 Mar. 1955); and TVOR-4, Amend. #1 (21 May 1955).

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BELMAR, N. J. Monmouth County Arpt. 180 SBMRLZ (Lakehurst) NAS NEL LFR) Procedure Number 1 Amdt. No. 6, Effect: 1 December 1956.	PROCEDURE CANCELLED EFFECTIVE 27 NOVEMBER 1956.										
HELENA, MONTANA. Helena Municipal Arpt. 3881 SBMRAZ-DTV HLN Procedure Number 1, Amdt. No. 5 Effect: 2 Feb. 57 Supersedes Amdt. No. 4 dtd. 7 Jan. 56 Major Changes: Reduces final approach altitude from Winston FM; distances shown in nautical miles.	McDonald Pass FM HLN VOR Winston FM(final)*	Dir. Dir. Dir.	8500 7500 5800	N side SE crs. 100 - outbnd 280 - inbnd 7500 within 10 mi. (NA beyond 10 mi.) Shuttle: To 8500' on SE crs. within 20 mi. All turns to be made on N side of crs.-High Terrain into South.	5300	251 1.7	T-d T-n C-d C-n A-d A-n	500-2 800-2 1500-2 1500-3 1500-2 1500-3	500-2 800-2 1500-2 1500-3 1500-2 1500-3	500-2 800-2 1500-2 1500-3 1500-2 1500-3	Within 1.7 miles...make right climbing turn to SE crs, climb to 8500' within 10 mi. of HLN-LFR. *Maintain at least 8500' until 1.2 miles past Winston FM.
MERIDIAN, MISS. Key Field 297 SBMRLZ-DTV MEI Procedure Number 1 Amdt. No. 6, Effect: 26 Jan. 57. Supersedes Amdt. No. 5 dated 15 Jan. 1955. Major Changes: Change to nautical miles. Revise transition and final approach crs. Col. 12 note reworded.	Meridian VOR	Dir.	1600	W side NW crs. 334 - outbnd 154 - inbnd 1700 within 10 mi. (Beyond 10 mi. NA)	1100	156 2.4	T-dn C-dn S-dn 19 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-0.5 500-1.5 500-1 800-2	Within 2.4 miles climb to 2000' on SE crs.(154°) within 20 miles. 300-1 tk-off minima required Rnwy 9. Air Carrier Note: Take-offs with less than 200-0.5 NA Rnwys 5, 23, 14 & 32. CAUTION: Trees 600' 2 mi. East.
SHREVEPORT, LA. Greater Shreveport Arpt. 251 SBRAZ-DTV SHV Procedure Number 1 Amdt. No. 5, Effect: 2 Feb. 57. Supersedes Amdt. No. 4 dated 5 Nov. 55. Major Changes: Add Radar Vector Authority.	Shreveport VOR Dixie MHW(final) Radar Terminal Area Transitions: 000-089 090-269 270-359 (Bearings are from radar site with azimuths progressing clockwise.)	Dir. Dir. Within 40 mi.	1700 1100 1700 1500 2400	E side of NW crs. 326 - outbnd 146 - inbnd 1900 within 10 mi. (Beyond 10 mi. NA) (Non-standard due to traffic.)	1200	196 7.8	T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2	300-1 600-1 600-2 800-2	200-0.5 600-1.5 600-2 800-2	Within 7.8 miles turn left, climb to 1400' on crs. of 135°, intercept & proceed S on S crs. (172°) of SHV LFR within 20 miles, or when directed by ATC, climb to 1500' intercept and proceed SW on SW crs.(233°) of BAD LFR within 20 miles. CAUTION: 1446' and 1403' TV antennae located approximately 11 miles WNW of SHV LFR.
TERRE HAUTE, IND. Hulman Field 585 BMRLZ VDT HUF Procedure Number 1 Amdt. No. 9, Effect. date: 26 Jan. 57 Supersedes Amdt. No. 8, dtd. 11 Feb. 56.	HUF VOR	Dir.	2000	S side W crs. 249 - outbnd 069 - inbnd 1900 within 10 mi.	1300	073 4.6	T-dn C-d C-n S-d 5 S-n 5 A-dn	300-1 400-1 400-1.5 400-1 400-1.5 800-2	300-1 500-1 500-2 400-1 400-1.5 800-2	200-0.5 500-1.5 500-2 400-1 400-2 800-2	Within 4.6 miles, climb to 2000' on East course HUF-LFR within 20 miles. ADF procedure not authorized.

Major Changes: 1. Transition deleted from Clinton Intsxn. 2. Procedure turn altitude raised due to 882'MSL tower 3.5 mi. SSE of LFR. 3. New form to nautical miles. 4. Straight-in day min. lowered for more than two-engine aircraft.

WEST FIELD, MASS - Barnes Arpt. - Procedure #1- Amdt. No. 9 - Correct AIRGI Volume 11, Number 18 dtd. 13 November 1956, by changing Col. 1 to read: "Effective date 14 December 1956."

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
CHICAGO, ILLINOIS O'Hare Intn'l Arpt. 660 LOM OR Procedure Number 2 - Original Effect. date: 26 Jan. 57	Evanston Intsxn. Glenview LFR Intsxn S crs. MKE LFR & E crs. RFD LFR Wilson Intsxn. Chicago LFR API VOR MDW LOM	Dir. Dir. Dir. Dir. Dir. Dir. Dir.	2500 2500 2500 2500 2500 2500 2500	W side NW crs. 330 - outbnd 150 - inbnd 2500 within 10 mi.	2000	150 5.3	T-dn C-d C-n S-dn 14 R A-dn	300-1 400-1 400-1.5 400-1 800-2	300-1 500-1 500-1.5 400-1 800-2	200-0.5 500-1.5 500-1.5 400-1 800-2	Within 5.3 miles, make left turn, climb to 2500' on heading of 050° to SE crs. NBU LFR. Proceed to Muncelein Intsxn. via NBU LFR or when directed by ATC:(1) make left turn climb to 2500' proceed to LOM. CAUTION: Radio towers approxim. left 3 mi right of inbnd crs 1440' and 1420'MSL.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(21 Dec 1956)

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
BELMAR, N. J. Monmouth Co. Arpt. 180 BVOR DME OLT Procedure Number 1 Effect. date: 24 July 54.	PROCEDURE CANCELLED EFFECTIVE 27 NOVEMBER 1956.										
BUTLER, MISSOURI Butler Arpt. 870 BVOR BUM Procedure Number 1 Amdt. No. 1, Effect: 26 Dec. 56. Supersedes Form ACA-1725 dated 8 Jan. 51. Major Changes: Limits procedure turn distance; shows distances in nautical miles.				S side of crs. 255 - outbnd 075 - inbnd 2000 within 10 mi.	1500	075 6.7	T-d C-d A-d	300-1 500-2 800-2			Within 6.7 miles climb to 2000' on radial 075° within 20 miles. Note: Airport not suitable for aircraft with stall speed greater than 65 knots.
COLLEGE STATION, TEXAS Easterwood Arpt. 320 BVOR CLL Procedure Number 1 Amdt. No. 1, Effect: 15 Jan 54. Supersedes Original dated 9 Aug. 51.	PROCEDURE CANCELLED 26 DECEMBER 1956. Procedure not required - due to VOR/DME Procedure Number 1, dated 19 May 1956										
IMPERIAL, CALIF. County Arpt. 58 BVOR ELC Procedure Number 1 Original Effective: 2 Feb. 57	El Centro LFR	Dir.	1100	N side crs. 074 - outbnd 254 - inbnd 1100 within 10 mi.	700	315 5.3	T-dn C-dn S-dn Rnwy 32 A-dn	300-1 700-1 600-1 800-2	300-1 700-1 600-1 800-2		Within 5.3 miles. . climb to 2000' on radial 336° within 15 miles. NOTE: To avoid flight over Mexico, outbnd & inbnd courses of procedure turn are not aligned with crs. from facility to field.
KIRKSVILLE, MO. Kirksville Arpt. 970 BVOR-IRK Procedure Number 1, Amdt. No. 1, Effect. date: 26 Dec. 56. Supersedes Form ACA-1725 dated 24 June 52.				W side of crs. 309 - outbnd 129 - inbnd 2100 within 10 mi.	1600	129 3.2	T-dn C-d C-n A-dn	300-1 400-1 400-1.5 800-2			Within 3.2 miles climb to 2100' on radial 129° within 20 miles. Airport suitable for aircraft with stall speeds of 65 knots or less only.
MOBILE, ALABAMA Bates Field 217 BVOR MOB Procedure Number 1 Amdt. No. 5, Effect: 26 Jan. 57. Supersedes Amdt. No. 4 dated 20 Aug. 54. Major Changes: Change to nautical miles. Provides transition procedures. Increase missed approach altitude. Adds caution note.	Brookley HWZ Bay Minette HW	Dir. Dir.	1600 1500	S side of crs. 287 - outbnd 107 - inbnd 1400 within 10 mi. (Beyond 10 mi. NA)	900	107 6.3	T-dn C-dn S-dn 9 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 6.3 miles turn left, climb to 1600' on radial 064° within 20 miles. CAUTION: 647' TV twr. located 4.1 miles ESE of airport.
PHILIP, SO. DAK. Philip Arpt. 2210 BVOR PHP Procedure Number 1, Amdt. No. 1, Effect. date: 26 Dec. 56. Supersedes Form ACA-1725 dated 28 April 53.				S side of crs. 265 - outbnd 085 - inbnd 3600 within 10 mi.	3000	090 2.5	T-dn C-d C-n A-dn	300-1 700-1 700-2 800-2			Within 2.5 miles climb to 3400' on radial 059° within 20 miles. Airport suitable for aircraft with stall speed of 65 knots or less only.
POCATELLO, IDAHO Pocatello Arpt. 4448 BVOR-PIH(Using ILS OM) Procedure No. 2 Amdt.: Original Effect: 2 Feb. 57 Major Changes: Change arpt name; change to nautical miles; re-establishes procedure number two; reduces procedure turn distance 10 nautical miles; raises procedure turn alt. to 7000'; raises altitude over OM.	Pocatello LFR	Dir.	7000	N side of crs. 027 - outbnd 207 - inbnd 7000 within *10 miles of OM. (NA beyond 10 mi.)	PIH ILS outer marker 5800'	PIH outer marker 213# 3.7	T-dn C-d C-n S-dn Rnwy 21 A-dn	300-1 500-1 500-2 400-1 800-2	300-1 600-1 600-2 400-1 800-2	200-0.5 600-1.5 600-2 400-1 800-2	Within 3.7 miles. . from PIH outer marker proceed to VOR climbing. Continue climb to 6500' on radial 234° within 20 miles. *Make procedure turn after passing PIH-ILS outer marker outbnd. Caution: 5000' MSL terrain located 2.6 miles SE of airport. # After passing outer marker, turn left to intercept radial 033° inbound.
TERRE HAUTE, IND. Hulman Field 585 BVOR HUF Procedure Number 1 Amdt. #3 Effect. date: 26 Jan 57 Supersedes Amdt. No. 2 dated 11 Feb 1956. Major Changes: 1. Transition deleted from Clinton Intsxn. 2. New form to nautical miles. 3. Minor changes outbnd and inbnd courses-Col. 5.	HUF LFR Intsxn E crs. HUF LFR & 080 radial HUF VOR	Dir. Dir.	2000 2000	W side of crs. 360 - outbnd 180 - inbnd 1900 within 10 mi.	1400	180 2.9	T-dn C-d C-n S-d 18 S-n 18 A-dn	300-1 400-1 400-1.5 400-1 400-1.5 800-2	300-1 500-1 500-2 400-1 400-1.5 800-2	200-0.5 500-1.5 500-2 400-1 400-2 800-2	Within 2.9 miles climb to 1900' on radial 191° within 20 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.), ALTITUDES, LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
BEAUMONT, TEXAS Jefferson Co. Arpt. 15 ILS IBUJ LOM UJ Comb. ILS/ADF Procedure Number 1 Amdt. -Original Effect: Commissioning of Facility about 26 Jan. 57.	Beaumont LFR	LOM	Dir.	1500	S side NW crs. 293 - outbnd 113 - inbnd 1400 within 10 mi. (Beyond 10 mi. NA).	1400	1400 4.8	215 0.4	T-dn C-dn S-dn 11 ILS ADF A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	Within 4.8 miles after passing LOM(ADF)... climb to 1400' on SE crs. ILS(113°) within 20 miles. When directed by ATC, turn left, climb to 1600' on radial 067° BUJ or turn right, climb to 1400' on S crs. BUJ LFR within 20 miles. No approach lights.
Procedure Number 2 (ILS-IBUJ SE crs. ILS Localizer). Amdt. - Original Effect: Commissioning of Facility about 26 Jan. 57	Intsxn radial 236 LCH & SE crs. ILS (final)	Parker Intsxn.	Dir.	900	E side SE crs. ILS 113 - outbnd 293 - inbnd 1400 within 5 mi. of Parker Intsxn.	No Glide Slope 900 (final) over Parker Intsxn.	Intsxn. SE crs. ILS & Parker Intsxn. to Rnwy 3.2 miles		T-dn C-dn S-dn 29 A-dn	300-1 400-1 800-2	300-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 3.2 miles after passing Parker Intsxn. climb to 1400' on NW crs. BUJ ILS within 20 mi. or when directed by ATC turn left and climb to 1600' on radial 247° BUJ within 20 miles. Parker Intsxn.: SE crs. ILS & rad. 080° BUJ.
	BUJ VOR	Parker Intsxn.	Dir.	1490									
	ILS LOM	Parker Intsxn.	Dir.	1400									

BILLINGS, MONTANA - Municipal Arpt. - Procedure Number 1 - Original - Effect: 15 December 1956. Comb. ILS/ADF - Correct AIRGI, Vol. 11, #8 dated 13 November 1956 to read: Change Col. 7 to read: "ILS 3000'". Change Col. 6 to read: "4965' & 4.0 "; "ADF 4000'". Change Col. 9 to read: "3815' " & 0.6 ". Change Col. 14 line 1 to read: "Within 4.0 miles of LOM".

MILWAUKEE, WISC. General Mitchell Arpt. 698 ILS MKF Comb. ILS/VOR (Back Course Approach) Procedure Number 2 Original Effect. date: 26 Jan. 57. Supersedes- None. Major Changes: 1. Establishes back crs. ILS approach.	MKE VOR	Lake Park Intsxn.*	Dir.	2700	W side of crs. 006 - outbnd 186 - inbnd 2700 within 10 miles of *Lake Park Intsxn.	No Glide Slope Final after leaving *Lake Park Intsxn. to **Harbor Intsxn. 185 3.0 1800	No Outer Marker Final ** Harbor Intsxn. to Rnwy 19 186 4.0	No Middle Marker	T-dn C-dn S-dn 19 A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-0.5 600-1.5 400-1 800-2	Within 4.0 miles, climb to 2000' on lclr crs. to MKE-LOM or when directed by ARTC: (1) Make left climbing turn to 2000' & proceed to Sun Fish Intsxn., via V30. *Lake Park Intsxn-MKE-VOR radial 100° & N crs. ILS. **Harbor Intsxn-MKE VOR radial 108° & N crs. ILS. Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
	MKE LFR	Lake Park Intsxn.*	Dir.	2700									
	MKE LOM	Lake Park Intsxn.	Dir.	2700									
	Cardinal Intsxn.	Lake Park Intsxn.*	Dir.	2700 Final 2200									
	Lake Park Intsxn.*	** Harbor Intsxn.	Dir.	2300 Final 1800									
	Radar transition to final approach authorized. Aircraft may be released for final approach without procedure turn at Lake Park Intsxn*. Refer to Form ACA-511.5(GCA) for Milwaukee, Wisc., if detailed sector altitudes desired.						CAUTION: 787' power line one half mile N of Runway 19.						
OAKLAND, CALIF. International Arpt. 5 ILS OAK Procedure Number 1, Amdt. No. 11. Effect: 26 Jan. 57 Supersedes Amdt. No. 10 dtd 18 Sept. 56 Major Changes: Adds transition from Sunol Intsxn.	Fremont FM HW	Hayward MHW	Dir.	2600	#S side E crs. 095 - outbnd 275 - inbnd 3500 within 10 mi. of HWD MHW (Beyond 10 mi. NA).	2600	HWD MHW 2590 8.2 OM 1320 4.1	205 0.6	T-dn C-dn S-dn 27R A-dn	300-1 500-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	**200-0.5 600-1.5 200-0.5 600-2	Climb to 2000' on NW crs. OAK LFR within 4 miles or to 2000' on 310° rad. from OAK VOR within 14 mi. Richmond Intsxn) all maneuvering W of crs. Missed approaches must cross OAK LFR or VOR at not above 1500'. This procedure does not meet the obstruction clearance requirements for missed approach altitude. *These transitions authorized day on top only, unless radar vectoring is utilized. #Procedure turn on OAK LFR, VOR, Bay Point FM, and Altamont Intsxn., transitions only. Upon completion of procedure turn and transition to lclr crs. inbnd descent on glide slope to cross Hayward MHW at 2590' is authorized.
	OAK LFR	Hayward MHW	"	3500									
	OAK VOR	Hayward MHW	"	3500									
	Baypoint FM*	Hayward MHW	"	6000									
	Altamont Intsxn.* Decoto Intsxn	Hayward MHW	"	5000									
	Decoto Intsxn.	Hayward MHW	"	2600									
	SFO LOM	Fremont MHW	"	4000									
	SFO LFR	Fremont MHW	"	4000									
	AGW VOR	Fremont MHW	"	3500									
	Altamont Intsxn.	Fremont MHW	"	5000									
	NUQ LFR	Fremont MHW	"	3500									
	Sunol Intsxn(final)	Hayward MHW	"	5000 ##									
	**Note: 300-1 required for take-off on Runway 33. ## Descent on glide slope is authorized to cross Hayward MHW at 2590'. Glide slope must be operative for this transition.												
	Radar vectoring to final approach localizer course authorized in accordance with procedures approved for surveillance approach.												
SAN FRANCISCO, CALIF. International Arpt. 11 ILS SFO LOM SF Comb. ILS/ADF Procedure No. 1, Amdt. No. 10 Effect: 26 Jan 57. Supersedes Amdt. No. 9 dated 8 Sept. 56. Major Changes: Adds transition from Woodside Intsxn.	SFO LFR	*Belmont Intsxn(via SE crs. SFO-LFR)	Dir.	1700	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with & within the confines of the SFO LOM Holding Pattern. (One min. left turns, 2000' min. alt.) final approach course. 101 - outbnd 281 - inbnd	1700	1660 5.5 ADF over LOM 1660	230 0.6	T-dn C-dn S-dn Rnwy 28R ILS 28 L/R ADF A-dn ILS ADF	300 1 500-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 600-2 800-2	#200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	Within 5.5 miles after passing LOM(ADF) climb to 3000' on NW crs. of SFO-LFR or on crs. of 285° from LOM within 20 miles. *After passing thru Belmont Intsxn., make left turn of approximately 180° to intercept lclr crs. inbnd SE of LOM. #300-1 required for take-off on Runway 19 L/R. Caution: This procedure does not meet the obstruction clearance requirements for circling minimums due to high terrain SW of arpt
	AGW VOR	LOM	Dir.	1700									
	Moffett LFR	LOM	"	1700									
	Fremont FMHW	LOM	"	1700									
	OAK LFR	LOM	"	ILS 2000 ADF 3000									
	OAK VOR	LOM	"	ILS 2000 ADF 3000									
	Half Moon Bay Intsxn.	LOM	"	3000									
	Woodside Intsxn.	LOM	"	1700									
	Radar vectoring to final approach localizer course authorized in accordance with procedures approved for surveillance approach.												

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(21 Dec 1956)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN / SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SHREVEPORT, LA Greater Shreveport Arpt 251 ILS SHV I OM-H Comb. ILS ADF Procedure Number 1 Amdt. No. 5 Effect 2 Feb. 57 Supersedes Amdt. # 4 dated 12 Nov 55 Major Changes: Add radar transitions.	SHV LFR SHV VOR Radial ILS ADF Radial ILS Cotton Lake ILSNC Radar Terminal Area Transitions: Within 40 miles 000-089 090-269 270-359 (Bearings are from radar site with azimuths progressing clockwise)	LOM LOM LOM LOM LOM LOM LOM	Dir Dir Dir Dir Dir Dir Dir	1500 1700 1500 1400 1700 2400 2400 1700 1500 2400	W side of NW crs. 315 - outbnd 135 - inbnd ILS 1700 within 10 miles; ADF 2400 within 10 miles.	ILS 1400 ADF over LOM 900	1400 3.7	455 0.5	T-dn C-dn S-dn 13 *ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 3.7 miles after passing LOM(ADF), climb to 1400' on SE crs. ILS(135°). When directed by ATC climb to 1500' intercept & proceed SW on SW crs. BAD LFR or climb to 1500' on radial 200° BAD within 20 miles. *400-0.75 required when glide slope not utilized. CAUTION: 1446' and 1403' TV antennae approx. 11 mi. NNW of LOM.
Procedure Number 2 ILS SHV Amdt. No. 2 Effect 2 Feb. 57 Supersedes Amdt. No. 1 dtd 12 Nov. 55 Major Changes: Add radar vector authority. Delete restrictions of back crs.	SHV LFR SHV VOR BAD LFR Radial ILS Minden Intxn Cotton Lake ILSNC Radar Terminal Area Transitions 000-089 090-269 270-359 Bearings are from radar site with azimuths progressing clockwise)	Fairway Fairway Fairway Fairway Fairway	Dir Dir Dir Dir Dir Dir	1500 1700 1400 1400 1500 2400 1700 1500 2400	S side SE crs. 135 - outbnd 315 - inbnd 15 NW at 10 mi. of Forbing Intxn (Non-standard due to ATC.)	No Glide Slope 420 at Forbing Intxn 5.0 miles from app-proach end of Runway 31.			T-dn C-dn S-dn 31 A-dn	300-1 400-1 400-1 600-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 5.0 miles of Forbing Intxn., climb to 2400' on NW crs. of ILS within 25 miles. CAUTION: 1446' & 1403' TV antennae approx. 11 mi. NNW of LOM.

LINCOLN AFB NAS, NEBRASKA - Correct ILS ADF Amend. #1 dated 10 May 1956 as follows: Col. 7 to read "ILS 2400'", Col. 8 to read "2310 feet, 3.5 nautical miles", Col. 9 to read "1295 feet, 0.32 nautical mile", and Col. 13 to read "3.5 nautical miles after passing.....etc".

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(21 Dec 1956)

U.S GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE
ADIZ CHART
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SPECIAL NOTICE
AIRWAYS BEACONS
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AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
JAN 22 1957
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SPECIAL NOTICE
ATTENTION, PILOTS!
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SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS See page 23

NOTICES TO AIRMEN Page 2

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. .- -.-. .--. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 15 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective February 12, 1957:

Section 610.12 Green Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Grand Rapids, Mich.LFR	*Lansing,Mich.LFR	2000
*2400 - MCA Lansing LFR, E-bound		

Section 610.102 Amber Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Delta,Utah LFR	*Salt Lake City, Utah LFR	12000
*10000 - MCA Salt Lake City LFR,S-bound		
Riverton,Utah FM	Salt Lake City, Utah LFR N-bound only	11000

Section 610.106 Amber Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Columbus,Ohio LFR	A beam Mansfield, Ohio LF/RBN	2600

Section 610.208 Red Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Rushville INT, Ind.	*Liberty INT,Ohio	2500
*3000 - MCA Liberty INT, E-bound		

Section 610.211 Red Civil Airway 11 is amended to read in part:

FROM	TO	MEA
Enid(Vance), Okla. LF/RBN	Mulhall INT,Okla.	2500

Section 610.217 Red Civil Airway 17 is amended to read in part:

FROM	TO	MEA
Findlay,Ohio LF/RBN	Mansfield,Ohio LF/RBN	2700

Section 610.237 Red Civil Airway 37 is amended to read in part:

FROM	TO	MEA
Tyler,Tex.LF/RBN	Hainsville INT, Tex.	1700

Section 610.268 Red Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Duncanville,Tex. LF/RBN	Tyler,Tex.LF/RBN	2000
Tyler,Tex.LF/RBN	Shreveport,La.LFR	2100

Section 610.603 Blue Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Muscle Shoals, Ala. LFR	Int. NE crs Muscle Shoals LFR & SW crs Nashville LFR	2500

Section 610.605 Blue Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Crescent INT, Okla.	Mulhall INT,Okla.	2500
Mulhall INT,Okla.	Oxford INT,Okla.	2400

Section 610.634 Blue Civil Airway 34 is amended to read:

FROM	TO	MEA
Terre Haute,Ind. LFR	Chanute,Ill. LF/RBN	2000
Chanute,Ill. LF/RBN	Pontiac INT,Ill.	2000

Section 610.1001 Direct Routes, U. S. is amended by adding:

FROM	TO	MEA
Birmingham,Ala. VOR	Greenwood,Miss. VOR	*5000
*1700 - MOCA		
Greenwood,Miss. VOR	El Dorado,Ark. VOR	*3000
*1600 - MOCA		
Baton Rouge,La. VOR	Jackson,Miss.VOR	*3000
*2000 - MOCA		
Baton Rouge,La. VOR	Monroe,La.VOR	*3500
*1500 - MOCA		
Mobile,Ala.VOR	Jackson,Miss.VOR	*3500
*2000 - MOCA		
Marathon,Fla. LF/RBN	Tamiami,Fla. LF/RBN	1100

Section 610.1001 Direct Routes - U. S. is amended to read in part:

FROM	TO	MEA
Watertown,S.D.VOR	Fargo,N.D.VOR	3100

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Daytona Beach, Fla. VOR	*Bunnell INT,Fla.	1400
*2500 - MRA		
Bunnell INT,Fla.	Jacksonville,Fla. VOR	1400
Millbury INT, Mass.	Natick INT,Mass.	*3000
*2200 - MOCA		
Natick INT,Mass.	Boston,Mass.VOR	*3000
*2300 - MOCA		

Section 610.6006 VOR Civil Airway 6 is amended to delete:

FROM	TO	MEA
Battle Mountain, Nev. VOR	Wells,Nev.VOR	120
Battle Mountain, Nev. VOR Via S alter.	Elko,Nev.VOR Via S alter.	110
Elko,Nev.VOR Via S alter.	Wells,Nev.VOR Via S alter.	130

Section 610.6006 VOR Civil Airway 6 is amended by adding:

FROM	TO	MEA
Battle Mountain, Nev. VOR	Elko,Nev.VOR	11000
Elko,Nev.VOR	Wells,Nev.VOR	13000

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
*Ogden,Utah VOR	**Lost Creek INT, Utah	12000
*11000 - MCA Ogden VOR, E-bound		
**14000 - MRA		
Lost Creek INT, Utah	Ft.Bridger,Wyo. VOR	12000

Section 610.6008 VOR Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR	*Bennett INT,Colo	
Via S alter.	Via S alter.	6600
*7000 - MRA		
Bennett INT,Colo.	Akron,Colo.VOR	
Via S alter.	Via S alter.	*7000
*6600 - MOCA		
Findlay,Ohio VOR	Upper Sandusky INT, Ohio	2500
Uper Sandusky INT, Ohio	Mansfield,Ohio VOR	2700

Section 610.6010 VOR Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Carleton,Mich. VOR	Detroit River INT, Mich.	2000
Detroit River INT, Mich.	Pelee INT,Ont. Canada	*2500
*For that airspace over U.S. territory		
Pelee INT,Ont. Canada	Gill INT,Ohio	*7000
*For that airspace over U.S.territory		
*Gill INT,Ohio	N.Perry INT,Ohio	3000
*7000 - MCA Gill INT, W-bound		

Section 610.6014 VOR Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Roswell,N.Mex. VOR	*Caprock INT, N. Mex.	**7000
*7500 - MRA		
**6600 - MOCA		

Section 610.6015 VOR Civil Airway 15 is amended to read in part:

FROM	TO	MEA
Dallas,Tex.VOR	*Prosper INT,Tex.	**2100
*2900 - MRA		
**1900 - MOCA		

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Goldsmith INT, Tex.	Midland,Tex.VOR	
Via N alter.	Via N alter.	4300
Big Spring,Tex. VOR	Lazy X INT,Tex.	
Via S alter.	Via S alter.	4000
Lazy X INT,Tex.	Abilene,Tex.VOR	
Via S alter.	Via S alter.	*4000
*3600 - MOCA		

Section 610.6017 VOR Civil Airway 17 is amended to read in part:

FROM	TO	MEA
Spring Branch INT, Tex.	Austin,Tex.VOR	
Via W alter.	Via W alter.	2800

Section 610.6022 VOR Civil Airway 22 is amended to read in part:

FROM	TO	MEA
Greenville INT, Fla.	Lee INT,Fla.	
Via N alter.	Via N alter.	*2500
*1500 - MOCA		
Lee INT,Fla.	*Taylor INT,Fla.	
Via N alter.	Via N alter.	**3000
*3000 - MRA		
**1200 - MOCA		
Taylor INT,Fla.	Bryceville INT,Fla.	
Via N alter.	Via N alter.	*2500
*1200 - MOCA		

Section 610.6026 VOR Civil Airway 26 is amended by adding:

FROM	TO	MEA
Redwood Falls, Minn. VOR	Minneapolis,Minn. VOR	2200

Section 610.6032 VOR Civil Airway 32 is amended to read in part:

FROM	TO	MEA
Bonneville,Utah VOR	*Timpie INT,Utah W-bound	10000
	E-bound	11000
*15000 - MRA		
Timpie INT,Utah	*Stansbury INT,Utah W-bound	10000
	E-bound	11000
*12000 - MRA		

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Iowa City,Iowa VOR	Buffalo INT,Iowa	2100
Buffalo INT,Iowa	*Annawan INT,Ill.	**4000
*4000 - MRA		
**2100 - MOCA		
Annawan INT,Ill.	Triumph INT,Ill.	*6000
*2000 - MOCA		
Triumph INT,Ill.	Joliet,Ill.VOR	2000
Parkersburg,W.Va. VOR	Benson INT,W.Va. W-bound	3500
	E-bound	5000
Benson INT,W.Va.	Elkins,W.Va.VOR	5000

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Daytona Beach, Fla. VOR	*Bunnell INT,Fla.	1400
*2500 - MRA		
Bunnell INT,Fla.	Jacksonville,Fla. VOR	1400

Section 610.6060 VOR Civil Airway 60 is amended to read in part:

FROM	TO	MEA
*Pleasant Hill INT, N.Mex.	Farwell INT,Tex.	**1300
*15500 - MRA		
**5300 - MOCA		
Farwell INT,Tex.	Lubbock,Tex.VOR	*10000
*5100 - MOCA		

Section 610.6066 VOR Civil Airway 66 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	*Jack INT,Tex.	**6200
*6200 - MRA		
**4400 - MOCA		
Jack INT,Tex.	Lazy X INT,Tex.	*7200
*3600 - MOCA		
Lazy X INT,Tex.	Abilene,Tex.VOR	*4000
*3600 - MOCA		
Ft.Forth,Tex.VOR	Denton INT,Tex.	2100
Denton INT,Tex.	*Prosper INT,Tex.	**2900
*2900 - MRA		
**2100 - MOCA		

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Kingsville INT, Tex.	Brownsville,Tex. VOR	*4700
*1300 - MOCA		

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
Ft.Sill INT, Okla.	*Chichasha INT, Okla.	**2800
*4000 - MRA		
**2500 - MOCA		

Section 610.6092 VOR Civil Airway 92 is amended to read in part:

FROM	TO	MEA
Bergholz INT,Ohio	Wheeling, W.Va.VOR	3000

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
*Hudson INT,Fla.	Cross City,Fla.VOR	
Via E alter.	Via E alter.	**2000
*2000 - MRA		
**1200 - MOCA		

Section 610.6144 VOR Civil Airway 144 is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR	Upper Sandusky INT, Ohio	2500
Upper Sandusky INT, Ohio	Mansfield,Ohio VOR	2700

Section 610.6163 VOR Civil Airway 163 is amended to read in part:

FROM	TO	MEA
Brownsville,Tex. VOR	Kingsville INT, Tex.	*4700
*1300 - MOCA		
Kingsville INT, Tex.	Alice,Tex.VOR	1400

Section 610.6188 VOR Civil Airway 188 is amended to read in part:

FROM	TO	MEA
Carleton,Mich. VOR	Detroit River INT, Mich.	2000
Detroit River INT,Mich.	Pelee INT,Ont. Canada	*2500
*For that airspace over U.S. territory		
Pelee INT,Ont. Canada	Gill INT,Ohio	*7000
*For that airspace over U.S. territory		
*Gill INT,Ohio	N.Perry INT,Ohio	3000
*7000 - MCA Gill INT, W-bound		
N.Perry INT,Ohio	Jefferson,Ohio VOR	2500

Section 610.6201 VOR Civil Airway 201 is amended to read in part:

FROM	TO	MEA
Carp INT,Calif.	*Los Angeles,Calif. VOR	3500
*6000 - MCA Los Angeles VOR, NE-bound		

Section 610.6209 VOR Civil Airway 209 is amended to read in part:

FROM	TO	MEA
*Fillmore,Calif. VOR	Reyes INT,Calif. NW-bound	12500
	SE-bound	9500
*9500 - MCA Fillmore VOR, NW-bound		
Reyes INT,Calif.	Paso Robles,Calif. VOR	*12500
*9500 - MOCA		

Section 610.6246 VOR Civil Airway 246 is amended to read:

FROM	TO	MEA
Dayton,Ohio VOR	Claiborne INT, Ohio	2500
Claiborne INT, Ohio	Mansfield,Ohio VOR	2700

INABILITY TO COMPLY WITH ATC CLEARANCE: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

APE	Appleton, Ohio VOR (Changing from CMH)
ELC	El Centro, Calif., Radio Rng (Name change)
HBO	Humboldt, Nebraska, Humboldt Arpt (Assignment)
ORL	Orlando, Fla. Orlando Airport (Orlando AFB) (Name addition)
NJK	El Centro, Calif. NAS (Assignment)

(8 Jan 1957)

✓ CIVIL AIRWAY, CONTROL AREA EXTENSIONS, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective February 12, 1957, unless otherwise advised the following civil airways, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Red civil airway No. 37 (Tyler, Tex. to Gordonsville, Va.), is amended by changing the first portion to read: "From the Tyler, Tex. nondirectional rdo bcn to the intsxn of a line bearing 13°T from the Tyler nondirectional rdo bcn with the W course of the Shreveport, La rdo rng." (Note: Due to conversion of Tyler, Tex. LFR to BH fac.)

(2) Red civil airway No. 68 (Midland, Tex. to Shreveport, La.), is amended by changing name of the fac "Tyler, Tex. rdo rng stn" to read: "Tyler, Tex. nondirectional rdo bcn".

(3) VOR civil airway No. 6 (Oakland, Calif. to New York, N. Y.), is amended by changing the portion which reads: "Wells, Nev. omnirng stn, including a S alternate from the Battle Mountain omnirng stn; to the Wells omnirng stn via the Elko, Nev. omnirng stn;" to read: "Elko, Nev. omnirng stn; Wells, Nev. omnirng stn;" (Note: Rescinded V6 between Battle Mountain VOR and Wells VOR. Renumbered V6S from Battle Mountain VOR to Elko, VOR to Wells VOR as V6.)

(4) VOR civil airway No. 94 (El Paso, Tex. to Longview, Tex.), is amended by adding a new last portion to read: "The portion of this arwy which overlaps the McGregor restricted area (R-211) is excluded."

CONTROL AREA EXTENSIONS: (1) (Tyler, Tex.), is amended by correcting the name of the fac "Tyler, Tex. rdo rng stn to read: "Tyler, Tex. nondirectional rdo bcn."

(2) (Sioux Falls, S. Dak.), is amended to read: "That airspace within a 23 mile radius of the Sioux Falls omnirng stn extending clockwise from VOR civil arwy No. 15 to VOR civil arwy No. 80 and with a 15 mile radius of the omnirng stn extending clockwise from VOR civil arwy No. 80 to VOR civil arwy No. 15."

CONTROL ZONE: (1) (Tyler, Tex.), is amended to read: "Within a 5 mile radius of Pounds Fld and within 2 miles either side of a 283°T bearing extending from the Tyler nondirectional rdo bcn to a point 5 miles NW of the nondirectional rdo bcn."

REPORTING POINTS: (1) Red civil airway No. 10 (Amarillo, Tex. to Charleston, S.C.), is amended by changing the reporting point which reads: "the intsxn of the N course of the Tyler, Tex. rdo rng and the W course of the Shreveport, La. rdo;" to read: "intsxn of a line bearing 13°T from the Tyler, Tex. nondirectional rdo bcn with the W course of the Shreveport, La. rdo rng;"

(2) Red civil airway No. 37 (Tyler, Tex. to Gordonsville, Va.), is amended by correcting the name of the facility "Tyler, Tex. rdo rng stn;" to read: "Tyler, Tex. nondirectional rdo bcn;"

VOR REPORTING POINTS: (1) Domestic VOR Reporting Points is amended by adding the following: (a) El Centro, Calif. omnirng stn. (b) Fairland Intsxn - the intsxn of the Herndon, Va. omnirng 084°T and the Washington, D.C. TVOR 016°T radials.

(2) Domestic VOR Reporting Points is amended by revoking the following: (a) Seeley Intsxn - the intsxn of the Yuma, Ariz. VOR 267°T and Thermal, Calif. VOR 155°T radials.

✓ DISCONTINUANCE OF AIRWAYS BEACONS: Effective January 7, 1957, the following beacons in Region Four are discontinued:

NOTE: Name of beacon is followed by site number and mileage to beacon site.

MONTANA

Beauvais Creek; 36; 36 mi SE Billings, Mont.
Cabin Creek; 40; 28 mi NW Baker, Mont.

OREGON

Durkee; 38; 4 mi SW Durkee, Oreg.

WASHINGTON

Tenino; 66; 1 mi SW Tenino, Wash.

WYOMING

Aberdeen; 32; 3 mi N Parkman, Wyo.

SEATTLE-SALT LAKE CITY CENTER ATC BOUNDARY: Effective January 21, 1957, the Seattle-Salt Lake City Center ATC boundary description is changed as follows: From 46°N 115° W south to 42° N 115° W; thence west along 42° N to intersect the present boundary.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 27 - Wilkes-Barre, Pa. - Correct CAA telephone number to read: GLenwood 7-6881.

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective February 12, 1957:

RENAMED:

(1) CARP, CALIF. (VHF) INTSXN - the intsxn of the 207°T radial of the Los Angeles, Calif. VOR and the 250°T radial of the Long Beach, Calif. VOR. (Formerly Corbina Intsxn).

DESIGNATE:

(1) APEX, N.C. (VHF) INTSXN - the intsxn of the SW course of the Raleigh, N.C. ILS lclzr and the 286°T radial of the Raleigh, N.C. VOR.

(2) BENTLEYVILLE, PA. (VHF) INTSXN - the intsxn of the 169°T radial of the Pittsburgh, Pa VOR and the 111°T radial of the Wheeling, W.Va. VOR.

(3) BUNNELL, FLA. (VHF) INTSXN - the intsxn of the 164°T radial of the Jacksonville, Fla. VOR and the 092°T radial of the Gainesville, Fla. VOR.

(4) COWART, TEX. (VHF) INTSXN - the intsxn of the 115°T radial of the Newman, Tex. VOR and the NE course of the El Paso, Tex. ILS lclzr.

(5) LAWTON, MICH. (VHF) INTSXN - the intsxn of the 085°T radial of the Keeler, Mich. VOR and the 148°T radial of the Pullman, Mich. VOR and the 042°T radial of the South Bend, Ind. VOR.

(6) MACKEREL, FLA. (VHF) INTSXN - the intsxn of the 043°T radial of the Vero Beach, Fla. VOR and the 104°T radial of the Orlando, Fla. VOR. (MRA 6000'.)

(7) MALLARD, GA. (VHF) INTSXN - the intsxn of the N course of the Augusta, Ga. ILS lclzr and the 070°T radial of the Augusta, Ga. VOR.

REDESIGNATE:

(1) COLLIER, S.C. (VHF) INTSXN - the intsxn of the 007°T radial of the Augusta, Ga. VOR and the 120°T radial of the Royston, Ga. VOR and the N course of the Augusta, Ga. ILS lclzr.

(2) FRENCH CAMP, CALIF. (VHF) INTSXN - the intsxn of the 078°T radial of the Oakland, Calif. VOR and the 312°T radial of the Modesto, Calif. VOR.

(3) GOLDSMITH, TEX. (VHF) INTSXN - the intsxn of the 283°T radial of the Midland, Tex. VOR and the 066°T radial of the Wink, Tex. VOR.

(4) LITTLE ELM, TEX. (VHF) INTSXN - the intsxn of the 324°T radial of the Dallas, Tex. VOR and the 098°T radial of the Ft. Worth, Tex. VOR. (Non-standard pattern remains same except minimum altitude 2000').

(5) ROSS AVENUE, TEX. (VHF) INTSXN - the intsxn of the 225°T radial of the Dallas, Tex. VOR and the SE course of the Love (Dallas), Tex. ILS lclzr.

(6) SHARK, FLA. (VHF) INTSXN - the intsxn of the 036°T radial of the West Palm Beach, Fla. VOR and the 104°T radial of the Orlando, Fla. VOR. (MRA 14,000').

(7) TARPON, FLA. (VHF) INTSXN - the intsxn of the 014°T radial of the West Palm Beach, Fla. VOR and the 104°T radial of the Orlando, Fla. VOR. (MRA 7000')

(8) TAYLOR, FLA. (VHF) INTSXN - the intsxn of the 273°T radial of the Jacksonville, Fla. VOR and the 356°T radial of the Gainesville, Fla. VOR.

(9) WARD, COLO. (VHF) INTSXN - the intsxn of the 081°T radial of the Kremmling, Colo. VOR and the 174°T radial of the Laramie, Wyo. VOR.

CANCEL:

(1) FAIRVIEW, TENN. (LF) INTSXN - the intsxn of the SW course of the Nashville, Tenn. LFR and the N course of the Muscle Shoals, Ala. LFR.

(2) ROSS, TEX. (LF) INTSXN - the intsxn of the SE course of the Love (Dallas), Tex ILS lclzr and the E course of the Dallas, Tex. LFR. (Should be Ross Avenue Intsxn).

(3) ROSS, TEX. (VHF) INTSXN - the intsxn of the 225°T radial of the Dallas, Tex. VOR and the SE course of the Love (Dallas), Tex. ILS lclzr. (Should be Ross Avenue Intsxn).

(4) ST. HELENS, ORE. (VHF) - the intsxn of the 301°T radial of the Portland, Ore. VOR and the 009°T radial of the Newberg, Ore. VOR.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated, redesignated or cancelled and shall become effective February 12, 1957:

DESIGNATE:

(1) APEX, N.C. (VHF) INTSXN - direction of holding - SW on SW course of the Raleigh, N.C. ILS lclzr; direction of turns - LEFT; time - one minute; minimum altitude-1600'.

(2) BENTLEYVILLE, PA. (VHF) INTSXN - direction of holding - S on the 169°T radial of the Pittsburgh, Pa. VOR; direction of turns - RIGHT; time - one minute.

(3) COWART, TEX. (VHF) INTSXN - direction of holding - SE on 115°T radial of the Newman, Tex. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 7000'.

(4) GRESHAM, OREG. (VHF) INTSXN - direction of holding - SE on SE course of the Portland, Oreg. ILS lclzr; direction of turns - LEFT; time - two minutes; minimum altitude - 4000'

(5) PORTLAND, OREG. VOR - direction of holding - N on 353°T radial; direction of turns - LEFT; time - two minutes; minimum altitude - 3000'.

REDESIGNATE:

(1) CHARLOTTE, N. C. ILS/LOM - direction of holding - SW on SE course of the Charlotte, N C. ILS lclzr; direction of turns - LEFT; time - one minute; minimum altitude - 2200'.

CANCEL:

(1) BROOKLEY, ALA. RBN - direction of holding - W on N side of the 250°T outbound bearing; direction of turns - RIGHT; time - one minute; minimum altitude - 1600'.

(2) RALEIGH, N. C. ILS/LOM - direction of holding - SW; direction of turns - LEFT; time - one minute.

✓AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chicago	Kansas City	Wichita
Cincinnati	Lincoln	Boston Local
Des Moines	Salina	WAC 306
Dubuque	Tulsa	WAC 361

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Detroit	12-31-56	Spokane	12-19-56	WAC 216	12-18-56
Hawaiian Island	12-31-56	Detroit Local	12-19-56	RC 2209	12-31-56

Instrument Flight Charts
released since Dec. 17, 1956

AL 198 RNG-1	Houston Intnl Arpt, Tex.	AL 443 ILS	Washington Natl Arpt, D.C.
AL 198 RNG-2	Houston Intnl Arpt, Tex.	AL 610 ILS-1	New York Intnl Arpt, N.Y.
AL 395 RNG	Sioux City Arpt, Iowa	AL 610 ILS-2	New York Intnl Arpt, N. Y.
AL 426 RNG	Tri-City Arpt., Tenn.	AL 1500 ILS	Anchorage Intnl Arpt, Alaska
AL 511 RNG	Vincent AFB/Mun., Ariz.	AL 198 ADF	Houston Intnl Arpt, Tex.
AL 521 RNG	Jefferson County Arpt, Tex.	AL 784 ADF	Puerto Rico Intnl Arpt, P.R.
AL 610 RNG-1	New York Intnl Arpt, N.Y.	AL 1500 ADF	Anchorage Intnl Arpt, Alaska
AL 610 RNG-2	New York Intnl Arpt, N.Y.	AL 120 VOR	Dickinson Arpt, N. Dak.
AL 625 RNG	Pinellas Co. Intnl Arpt, Fla.	AL 173 VOR	Grand Island Arpt, Nebr.
AL 1522 RNG	Merrill Fld, Alaska	AL 395 VOR	Sioux City Arpt, Iowa
AL 198 ILS-1	Houston Intnl Arpt, Tex.	AL 511 VOR	Vincent AFB/Mun., Ariz.
AL 198 ILS-2	Houston Intnl Arpt, Tex.	AL 625 VOR	Pinellas Co. Intnl Arpt, Fla.
AL 395 ILS	Sioux City Arpt, Iowa		

RF Terminal Area - Alaska, Seattle
RF-VOR Terminal Area - Oklahoma City
RF Dates of Latest Prints
Alaska Radio Facility

NEW CHARTS

AL 506 VOR	Chadron, Nebraska	Chadron Arpt.

DISCONTINUED CHARTS

AL 1500 ADF-2	Anchorage, Alaska	Anchorage Intnl

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE - Such items usually are cited only once, because of space limitations. Examples: erection or removal of radio or television towers, water tanks, oil derricks and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. (11-2) About Feb 11, VOR will be shut down until approx Feb 25. (1-3)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long 86-53-58, about 10 n mi NW Birmingham Mun Arpt. (12-14)

BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-BATES FLD-TOWER: Nov 7, ILS lclzr and glide slope shut down - severe bends in lclzr course. FLD: Due space shortage, all transient and lcl acft not permitted parking space on Admin Bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-DANNELLY FLD-TOWER: October 17, ILS glide slope, MM and LMM shut down - relctn. Lclzr, OM and LOM remain in opern. (10-17) FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Aircraft landing and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to control traffic on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W runway closed to all military aircraft - const. Easternmost 5000' available days, easternmost 6000' available sunset-sunrise to civil aircraft. Western end marked by flags-days, lights-nights. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider daylgt hrs. (11-8)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

** CLEMENCEAU BCN SITE 40, LAX-AMA, scheduled for discontinuance on Dec. 7, will remain in operation until further notice. (12-7)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

GRAND CANYON (S.RIM) ARPT: Due weather conditions, clsd until April 1, 1957. (12-26)

ARIZONA: PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
TUCSON-RADIO: VOR/DME coverage : 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000', 060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000;330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'.(7-17)
TUCSON ARPT: Rnwy 3-21 closed until Jan 24 for resurfacing. (12-29)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.
WINSLOW-RADIO: Dec 11, VOR shut down until approx Jan 11. During shut down following arwys will not be usable: V-12 & 12N Prescott, Ariz-Zuni, N. Mex. V-95 Phoenix - Winslow usable, substituting Winslow LFR for VOR, MEA 11,000'. (12-11)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)
ARKANSAS: ★EL DORADO-RADIO: Freq 243.0, 122.2 mc cmsnd. (1-6)
**EL DORADO ARPT: 484'MSL lgtd rdo twr erected 2.5 n mi SW (252°T) at lat 33-10-16, long. 92-42-48. (1-6)
FLIPPIN-RADIO: About Jan 28, 1957 VOR will be shut down until approx April 1. (12-11)
FT. SMITH-RADIO: Dec 17, the voice feature of "H" fac shut down until approx Jan 10 - modernization (12-28)
**FORT SMITH ARPT: 1168' MSL lgtd antenna erected 7.0 n mi NNW(355°T) at lat 35-27-11, long. 94-22-26. (12-31) 135'(650'MSL) lgtd drilling derrick erected 4500' E of E end and 1/4 mi N of extended centerline of rnwy 25. (12-3)
HARRISON ARPT: Fld clsd ngts.
**PARIS ARPT: ABANDONED. (12-6)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. About Jan 28, VOR will be shut down until approx March 28 - relctd lat 33-30-50, long 94-04-20. (12-28) VOR flgts authorized to use TXK LFR in lieu of VOR. (1-3)
CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys.
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300° 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
CAMARILLO-RADIO: All courses have multiples. (6-17)
★CHINO PACIFIC AIRMOTIVE ARPT-TOWER: Cl twr trans & rcvs 126.18, 121.5, 275.8, 243.0 mc; on request 137.88, 236.6 mc. (12-19)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DIXON ARPT: Closed. (8-30)
EL CENTRO-RADIO: About Jan 14, VOR will be cmsnd. Freq: 113.9 mc. Ident: ELC.(12-9)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000';350°-10°, 43 n mi at 8000';10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000';120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
KLAMATH-McBETH ARPT: Closed (6-13)
**LIVERMORE-DOW ARPT: Permanently closed - land diverted to farming. (12-19)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000';305°-340° 7000'; 340°-040°, 12,000;040°-070°, 8000;070°-100°, 7000;100°-280°, 4000'. (9-13)
★LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) Jan 1, rcvr 122.6 mc cmsnd. FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and tk-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1)

CALIFORNIA: LOS ANGELES-RADIO:-SPECIAL NOTICE: July 3, transcribed wea bdcasts oper test basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR and LF combined. (7-16)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)
LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx. 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than one and one-half mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. (12-3)
LOS ANGELES-SAN FERNANCO VALLEY ARPT: Tfc direction indicator inop 2300-0700. Touch and go lndgs prohibited on Sat and Sun after 1300. (11-28)
NATIONAL CITY ARPT: Extensive const around aprt. 75' obstns E end of rnwy. (7-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000';280°-290°, 35 n mi at 4000';340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.
OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3, 4, & 5. Area hazard mrkd. Taxi with caution. (12-8)
OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000';150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000';350-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

CALIFORNIA: OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 45 n mi at 7000'; 130 -145°, 26 n mi at 7000';145°-153°, 17 n mi at 7000';153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000';300°-20°, 43 n mi at 7000'.
SAN DIEGO-SPECIAL NOTICE: Effect. January 25, 1957, the San Diego Offshore Warning Area W-291, is re-established in the following described area: beginning at lat 33-10-00, long. 117-30-00; thence to lat 32-49-00, long. 117-20-30; lat 32-42-30, long. 117-44-00; 32-33-00, 117-40-00; 32-40-00, 117-15-30; 32-31-30, 117-10-30; 32-31-30, 117-30-00; 32-13-00, 117-30-00; 32-13-00, 117-12-00; 29-35-00, 115-57-00; 29-25-00, 118-10-00; 24-00-00, 125-00-00; 27-30-00, 127-10-00; 30-40-00, 120-50-00; 30-50-00, 120-40-00; 31-50-00, 119-42-00;32-09-30, 119-42-00;33-18-00, 118-28-00, to point of beginning. (12-17)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
★SAN DIEGO-MIRAMAR NAS-RADIO: Navy H fac freq changed from 516 kc to 353 kc.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)
SAN FRANCISCO ARPT-TOWER: January 7, radar shut down until approximately January 22 - modification.
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt. Land at own risk.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
SANTA BARBARA ARPT: 30' dragline operating along E edge of arpt, crossing apch to rnwys daylgt hrs Mon thru Fri. (12-28)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during night use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)
STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 12 mi E; 1 rnwy - 3200'; lights BL4;fuel:F2.
COLORADO: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk.
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
★DENVER-STAPLETON FLD-TOWER: Dec 31, tr and rcvr 120.5 mc cmsnd. FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes right hand tfc. 2-way rdo rqrd.
PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long.

COLORADO: 104-18-00, conducting demolition work - days.
CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)
HARTFORD-BRAINARD FLD: Dike apch lgts to rnwys 2, 20, 23 resume normal operation. Other section of dike unlgtd. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (12-27)
NORWICH-RADIO: Soon VOR will be shut down until approx Feb 2, modernization. (11-23)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Closed until June 1, 1957.
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. (1-5)
NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge, at Dalecaria, Md.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar Service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.
WASHINGTON NAT'L ARPT-TOWER: About January 14, ASR-3, will be shut down until approx January 21. (1-4) FLD: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c)Flights rqrg customs and immigration service. (d)Navy and CG logistic support flights. (CG logistic flights not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and night operns 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) Slopeline apch lgtg sys serving rnwy 36 decomsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000 ft from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100 ft from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300 ft from pavement and a clear crossbar 100 ft long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing vsby cnds. (12-19)
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BREWSTER-SPECIAL NOTICE: 200'(346'MSL) lgtd steel stack being erected 1.3 n mi E.
CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontd.
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3)
DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338°radial of Vero Beach VOR may be substituted for the 157°radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28)Due to temp shutdown, temp MEA V3 Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all night operns.
KEY WEST-INTERNATIONAL ARPT: Rnwy 16-34 clsd. Rnwy 8-26 temp clsd. Caution advised rnwy 9-27 due ditches and large piles of dirt both sides of rnwy. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Radio. Men and equip on fld. No night operations. (12-14)

FLORIDA: MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MIAMI-RADIO: About Jan 10, N crs LFR will be realigned from 160°-136°. (10-17)

MIAMI INTERNATIONAL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and tk-off authroized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. (7-20) Men and equip. working 400' S of rnwy 9L-27R constructing parallel taxiway. (11-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys.

**PENSACOLA-SPECIAL NOTICE: Effect Jan 10, 1957, that portion of Caution Area C-488 conflicting with redesignated civil airway V-134 will be rescinded. (12-5)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MARBY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

GEORGIA: ALBANY-RADIO: About Jan 21, 1957, VOR will be shut down until approx Mar 25. During VOR shut down lfts cleared on V-arwys shall use direct courses between Albany LF range and next VOR fix. MEA V-35 Tallahassee-Albany 1600'; other MEA'S as charted. Red Dog Int unusable. Acft equipped VOR only require MEA 4000' on V-35 Tallahassee-Macon; 10,000' on V-97 Atlanta-Albany. V-159 Albany-Cross City Fla unusable.

ALBANY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs require prior permission. Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdication over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial contact with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. (3-6) Rnwy 33R-15L clsd. (4-21) Rnwy 27R-9L open daylgt hrs only for acft 10,000 lbs and under, and full responsibility of use is in the pilot. (11-14)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

★COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples.(8-29)

GEORGIA: Dec 19, VOR flgt-checked and recmsnd at lat 32-36-56, long. 85-01-06, 6.2 n mi NW of arpt.

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

**SWAINSBORO-LINDSEY ARPT: Abandoned. (12-7)

SWAINSBORO-THOMPSON ARPT: Clsd - new rnwy under const. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° - 110° acct excessive roughness and crs displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'

STREVELL ARPT: All lgts inop. (6-29)

★TWIN FALLS-RADIO: Jan 3, VOR flgt-checked, opern normal. Monitoring category (3). Radials 115°-150° usable dist lmtd to 35 mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

★BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°. Jan 1, H fac discontinued.

CHAMPAIGN ARPT: 20' piles erected approx 150' N and adj to E/W rnwy. (9-5)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples NW crs LFR. (11-9)

**CHICAGO-ELMHURST ARPT: Clsd - land use changed. (4-2)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'.

★CHICAGO-MIDWAY ARPT-TOWER: Dec 31, TASR cmsnd. Lmtd departure control service inaugurated. Radar trans and rcvr: 120.9, 123.7, 123.9, 124.5, 124.7, 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0 mc. Nov 20, 126.5 mc cmsnd. (1-4) Erratic crs indications may be encountered when approaching back crs ILS lclzr from the E. Back crs has lgt to moderate bends. (6-25) TVOR unreliable due to course roughness beyond 20 mi all azimuths, beyond 9 mi 360°-015°, 190°-200°, 160°-170°, not usable 040°-050° FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct aprked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)

CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800' - 1600' E apch end rnwy 9, 100' - 1100' N rnwy 9-27, 800' SE intxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of weather. Landings and take-offs prohibited unless acft equipped with functioning radio capable of 2-way direct communication with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equipment on fld. (10-11)

DIXON ARPT: Under const - open trenches along rnwy. Lgtg under const. (10-16)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (5-13)

GALESBURG ARPT: Const equip on fld in NE and SW portions. Lgts inop. Attended day-lgt working hrs. Land at own risk. (9-17)

GILMAN ARPT: Closed. (10-11)

HARVEY-RUBINKAM ARPT: 16 pole utility line 25' above ground being erected 250' N. (11-29)

ILLINOIS: JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W Height of twrs, 123', not mrkd or lgtd. (11-21)

MACOMB ARPT: Operated on lmtd status until Apr 15, 1957. (11-29)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100 ft. width. Mrkd flags at ends.

MOLINE-RADIO: Soon, VOR/DME will be shut down until approx Feb 18. (12-12) Durg shutdown following MEA's can be used: V6, V8: Iowa City, Ia VOR to Int IOW 072 R and BRL 021R 3400'; Int IOW 072 R and BRL 021R to Shabbona, Ill., Int 17, 600' (MRA 2500' utilizing Naperville 267R and Janesville 165R); Shabbona, Ill, Int to Naperville, Ill., VOR 2100' Westbound on arwy from Shabbona, Ill., Int climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. Eastbound on arwy from IOW VOR climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. If overflight not anticipated, 3400' can be utilized between Iowa City VOR and Int IOW 072R and BRL 021R. Direct Routes: Iowa City VOR to Moline LFR 2000'; Moline LFR-Naperville LFR 2300'; Moline LFR-Polo VOR 2200'; Burlington VOR-Moline LFR 2300'. (12-18)

MT. VERNON ARPT: Work in progress daylgt hrs. NE/SW and E/W rnwys clsd - no lgts avail. until Apr 1. (1-2)

NAPERVILLE-SPECIAL NOTICE: Caution - intermittent drop testing up to 2000' on wkdays, 0900-1700, at or near lat 41-42 and long. 88-08, about 5.5 mi S of Naperville or 5 mi. SSW Naperville VOR on 189° radial. (9-20)

OAKLAWN-HARLEM ARPT: Reported abandoned. (10-22)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: About Feb 4 VOR will be shut down until approx April 4. During this period the following MEA's can be used: V116: Excello, Mo., Int (Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn (MCA V52 2600' northwest) 2000'; Quincy rbn (MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn (MCA 2600' V52northwest) to Burlington VOR 2600'; V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn (MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000' (MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (12-18)

ROCKFORD-GREATER ROCKFORD ARPT. Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)

SPRINGFIELD-RADIO: Nov 13, VOR shut down until approx Feb 7, 1957-modernization.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LFR between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

**ANDERSON-ACE ARPT: 534' (1400' MSL) lgtd twr erected 2.0 n mi WNW (302°T) at lat 40-03-42, long. 85-42-33. (11-19)

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-56 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

**EVANSVILLE-DRESS MEM'L ARPT: 569' (1049'MSL) lgtd twr erected 8 n mi ESE (98°T) at lat 38-01-31, long. 87-21-43. (12-12) Standard Inst Apch Proced ILS/ADF #1, Amend #4, dated 21 Jul 56, in column 5, change 2nd item to read "2000" instead of "1800". (12-11)

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. (10-9) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200'ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

INDIANA: GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

HUNTINGTON-SCOTT RANCH ARPT: New arpt reported - lctn 6 mi SSE; Elev 816'; No of rnwys 2; longest rnwy & facilities 22-L4; fuel octane 87. (12-13)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

★INDIANAPOLIS-WEIR COOK ARPT-TOWER: Dec 21, freq 348.6 mc decmsnd. FLD: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt rfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about 2 mos at different lctn. (10-25)

**LAFAYETTE-PURDUE UNIVERSITY ARPT: Formerly carried under West Lafayette.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW. Lat 39-34-40, long. 85-48-00. Elev: 800'. No. of rnwys: 2. N/S rnwy 2640', E/W rnwy 3460'. Surface: Sod. Minor and major repairs. 80/87 fuel. Opern from sunrise-sunset 30' p-line N, E, W. (11-5)

**SHERIDAN ARPT: 300' (1230' MSL) lgtd twr erected 6.1 n mi SSE (158°T) at lat 40-05-15, long. 86-09-25. (12-14)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERREHAUTE-RADIO: About Feb 4, VOR will be shut down until approx April 4. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000' Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (12-18)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

★CEDAR RAPIDS-RADIO: Dec 28, VOR cmsnd. Freq: 115.8 mc. Ident: CID. Monitor category (l). Lctd, lat 41-53-18, long. 91-42-18. Class: BVOR. (12-29)

**COUNCIL BLUFFS ARPT: Two 195'(1167'MSL) lgtd twrs erected 4.5 n mi WNW (312°T) at lat 41-11-59, long. 95-54-34. (10-28)

DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months. (11-23)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

ELKADER-MEYER ARPT: Unattended during January. Land at own risk. Fuel avail. by contacting first farm N of fld. (12-22)

IOWA CITY-RADIO: Oct 29, VOR shut down until approx Dec 29. (10-28)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120 ft wide.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

**WATERLOO MUN ARPT: 165' lgtd rdo antenna erected approx 2.31 miles SW at lat 42-32-46, long. 92-26-40. (11-14) Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Feb. 8. - modernization.
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
GARDEN CITY-RADIO: Oct 29, VOR shut down until approx Jan 29. (12-27)
GREAT BEND ARPT: About Jan 10, 205' (2045' MSL) lgtd twr will be erected 6.4 n mi ENE (73°T) at lat 38-22-53, long. 98-44-06. (12-13) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip near rnwys, days.
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri Riv to long 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500' and 5500' MSL. (4-17)
OSBORNE ARPT: Strip lights inop.
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL-RADIO: Soon, VOR/DME will be shut down until approx Feb 1 - modernization.
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en roote alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT-TOWER: Jan 15, at 0800 Apch Ctl will be moved to Olathe Radar fac Olathe, Kans. At that time Olathe CAA Radar Apch Ctl will commence radar apch ctl and lmtd radar Departure Service to Olathe NAS, Grandview AFB, Philip Billard Arpt and Forbes AFB, Topeka, Kans. The Olathe RAPCON will transmit on 132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 255.4, 363.8, 348.6, 263.0 and 243.0 mc. The RAPCON will receive on 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 255.4, 363.8, 348.6, 263.0, 243.0 mc and 3023.5 kc. FLD: Const in progress W side of N taxiway N of hangar line, also from S edge of SW ramp and taxiway to and including 600' of apch end of rnwy 4. Rnwy 4 clsd for lndg, usable for take-off and taxi only, xcpt for first 600'. Rnwy 22 clsd for lndg and take-off, usable for taxiing. Excavation area lgtd ngts, flagged days. Use rnwys only. (12-3)
WICHITA ARPT-TOWER: Soon, Radar Arrival Ctl will be cmsnd. (12-18) FLD: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc info only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pat information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5, or 125.7 mc or rng voice channels. (8-20)
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. FLD: Acct smoke from factory, twr unable to observe apch to and end of rnwy 1. Rnwy 1-19 clsd, apch lgt sys shut down for rnwy extension. Equip. on fld; const. E end rnwy 24, ends of rnwys 6, 11 and 29. (9-6)
PADUCAH-RADIO: VOR has moderate bends in NE quad. About Jan 9, VOR will be shut down until approx Feb 4 - modernization. (12-10)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)
LOUISIANA: **BATON ROUGE-RYAN ARPT: 318' (344' MSL) lgtd twr erected 10 n mi N (16° T) at lat 30-11-48, long. 91-05-50. (12-3) Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of F/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots mrkd with red flags. (5-4)
LAKE CHARLES-RADIO: ILS lclzr and glide slope inop. (12-12)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (198° T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson Miss. 1600' MSL, V18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
**NEW ORLEANS-SPECIAL NOTICE: Effective January 10, Caution Area C-137 is rescinded.
NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance account of scalloping and bends.
NEW ORLEANS ARPT: Hvy aircraft use runways only. Lgt aircraft take-off on runways. Aircraft transporting any items listed in Part 49 of CAR are prohibited from landing without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1)
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at minimum en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
**HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lights inop on rnwy 23. 105' (894' MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of aprt.
LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000', due to terrain.
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. Rnwy 16-34 not plowed during winter months. (12-3)
PHILLIPS-PLEASANT VALLEY FARMS: Caution - 300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lighting avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 closed to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under construction. 20' embankment obstruction 200' from apch end of rnwy 33. Marked by light 250' from apch end of and in line with southerly edge of rnwy 33. (11-15)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: About Feb 4, ILS glide slope will be shut down until approx Feb 14 - modification. (1-4)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 octane gasoline; rdo freq 122.8 mc; 1 runway (NW/SE) 2500' x 100'. (12-10)
GRANTSVILLE-RADIO: Dec. 19, VOR flgt-checked, opern normal. Usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution -provide proper clearance over United States 11 when approaching to land W on E/W runway. Runway marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail. at pilots' discretion.

MARYLAND: INDIAN HEAD-SPECIAL NOTICE: The controlled firing area described below be established for use by the Dept of Navy. Name: Indian Head, Md., Controlled Firing Area. Description: 1000 yd radius of lat 38-32-40, long. 77-14-36. Altitude: Surface to 1500'. Activities Conducted: Demolition. Time of Use: 0800-1130 Mon-Fri - holidays excluded. Controlling Agency: C. O. Stump Neck Annex, Naval Powder Factory, Indian Head, Md. Effective date: Jan 25, 1957. Activities be conducted in accordance to the applicable portions of the Airspace Terms of Reference and Procedures Manual and that non-fragmentation charges will present no hazard to acft and a safety officer will be on duty at all time when firing is being conducted to assure that firing will cease when acft are approaching the area. Weather reports will be obtained from MCAS, Quantico, Va.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane gas; 1 rnwy (NE/SW) 200' x 2000'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane gas; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BERKLEY-MYRICKS ARPT: Skis only. (12-29)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: all acft with speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above fly 1300' MSL; jet fly 1800' MSL. (11-14)

**BOSTON-LOGAN ARPT-SPECIAL NOTICE: Add following note to all Boston-Logan Arpt ACA Forms 511: Except where radar vectoring is used and when weather in 1000-3 or below, departures from rnwy 27 make left or right turn as soon as practicable and departures from rnwys 22 and 33 climb straight ahead to at least 1000' MSL prior to proceeding toward 1349' WBZ-TV twr. (12-31)

BOSTON-LOGAN ARPT-TOWER: About Feb 3, PAR-1 will be shut down until approx Mar 1

** FLD: 1199' (1349' MSL) lgtd twr erected 10.9 n mi WSW (252°T) at lat 42-18-37, long. 71-14-14. (11-15) Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted at acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operated under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equipment working outboard of rnwy lgts on rnwy 4R for the first 2600'. Soon additional lgts will be added to existing apch lgtg sys serving rnwy 4R. Complete sys will then consist of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' to 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Optn of lgts is determined by prevailing wea conditions and is controlled by twr. First third rnwy 4R reported uneven by pilots of hi-speed and hvy acft - ctn advised.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALL RIVER ARPT: Skis only. (12-29)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty of Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.

GARDNER ARPT: Skis only. (12-29)

MANSFIELD ARPT: Skis only. (12-29)

MARSHFIELD ARPT: Unattended for private use until Mar 1, 1957. (11-20)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15, 1957.

NANTUCKET SHOALS-SPECIAL NOTICE: Effect Jan 26, 1957, the Nantucket Shoals Offshores Warning Area W-506, is re-established in the following described area: Beginning at lat 41-12-30, long. 69-40-00, thence to lat 41-08-00, long. 68-00-00; 41-00-00, 68-00-00; 39-52-00, 68-58-15; 40-11-45, 69-13-30; 40-47-00, 69-40-00; to the point of beginning.

NORTH ATTLEBORO-WILKINS ARPT: Skis only. (12-29)

PLYMOUTH ARPT: Skis only. (12-29)

★QUABBIN-RADIO: USAF H fac freq changed to 294 kc. (6-4)

REVERE ARPT: Caution when landing - extensive const of an arterial highway near the apch ends of rnwys 13 and 15. (4-18)

TAUNTON-KING ARPT: Skis only. (12-29)

WORCESTER-RADIO: About Jan 21, ILS glide slope will be shut down until approx Feb 11 - relctn of 300' NE of and 1050' from SE end NW/SE rnwy. About Feb 4, lclzr will be shut down until approx Feb 11, lclzr freq change to 109.7 mc glide slope 333.2 mc. (1-4)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip on fld - days Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)

**BIRMINGHAM-BERZ ARPT: 350' (1025' MSL) lgtd twr erected 5.7 n mi SW (225°T) at lat 42-28-24, long. 83-15-40. (11-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**COLDWATER-BRANCH COUNTY ARPT: New NE/SW hard-surfaced lgtd rnwy 3500' x 50'. Taxi strip and ramp area hard-surfaced. Rotating bcn operd during hrs of darkness.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT-TOWER: Sept 17, glide slope shut down. (12-21) FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail.

**DETROIT-WILLOW RUN ARPT: 137' (843' MSL) water tank erected 2.1 n mi SSW (220°T) at lat 42-12-15, long. 83-33-15. (10-22) Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apch to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

KACKSON-REYNOLDS ARPT: Rnwy 9-27 ruf, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstruction lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-CAPITAL CITY ARPT-TOWER: Tower transmits on 245 kc serviceable approximately 5 to 7 n mi - interference. ILS LMM limited to usable distance of 9 nautical miles due to interference. October 29, localizer and glide slope shutdown.

MICHIGAN: LANSING-CAPITAL CITY ARPT: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: Nov 15, VOR shut down until approx Jan 15. (11-22)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying.(11-14)
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 closed due heavy snow.
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.(11-2)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° & 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. All rnwys xcpt 9-27 clsd due snow.
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
**BRAINERD ARPT: 100 octane fuel avail. daylgt hrs. N/S rnwy open to skis only.
**CLARISSA ARPT: New fld. Lctd 1.7 s mi SE, lat 46-07, long. 94-55. Strip 2500'x200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.
GRAND MARAIS SPECIAL NOTICE: A temp restricted area (R-187A) effect. January 1, 1957 thru March 31, 1957 is estab. within the following area: from lat 47-26, long. 90-53; to lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and Night. This area is to be used only during VFR weather conditions. Using Agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)
GRAND RAPIDS ARPT: ESE/WNW rnwy closed - intsxn with new rnwy ruf. (10-24)
**MILLE LACS-SPECIAL NOTICE: Effect. immediately, the following described Caution Area (C-512) is estab: bounded on the W by long. 94-00; N by lat 46-28; E long. 92-50; S lat 46-22. Altitude: 8000' to 25,000'MSL. Activity: Air-to-air camera gunnery training missions using tower aerial target. Time of Use: Sunrise-sunset, VFR wea conditions only. Controlling Agency: 2446th Air Reserve Flying Center, Minneapolis/St. Paul International Arpt, Minneapolis, Minn.
MINNEAPOLIS-ST.PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
WINONA-RADIO: TVOR unusable beyond 14 min - course instability. (3-30)
MISSISSIPPI: **BENOIT-SPEAKES ARPT: 200'(328'MSL) lgtd twr erected 2.3 n mi SE(135° T) at lat 33-35-21, long. 90-58-29. (11-15)
**CLEVELAND-BOLIVAR CO. ARPT: 253'(393'MSL) lgtd twr erected 2.0 n mi NNE(35°T) at 33-47-54, long. 90-43-05. (12-6)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100n mile radius.
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 min pat. in use. Three acft in pat, one over rnwy every four minutes. All tfc left, alt. 1000'.(6-20) Exten jet lndg & take-off rnwy 14-32, unless strong cross winds involved. (10-30)
★MERIDAN-RADIO: VOR/DME relctd and oprg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long 88-48-12. (12-19)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)
TUPELO ARPT: 529'(854'MSL) lgtd twr being erected 4.9 n mi NNE(35°T) at lat 34-19-24, long 88-42-39. (12-13)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
**KAHOKA-MONTGOMERY ARPT: Reverted to private arpt. (1-4)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1)
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: About Jan 15, trans & rcvr 132.3 mc will be decmsnd. (12-20)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp & warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to the ramp new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri Riv 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA (8-2)
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd. (5-25) Temp. bldg 50' high lctd N end of fld approx 200ft E of taxi strip 34, 600 ft. N of taxi strip 7. (10-23)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
**SPRINGFIELD ARPT: 304'(1564MSL) lgtd twr erected 6.0 n mi SE(153°T) at lat 37-09-38, long 93-20-22. (12-7)
SPRINGFIELD DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
MONTANA: BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000';352°-20°, 35 n mi at 10,500';20°-68°, 26 n mi at 10,500';68°-80°, 35 n mi at 10,500';80°-118°, 43 n mi at 10,500';118°-135°, 35 n mi at 11,000';135°-157°, 43 n mi at 11,500';157°-164°, 35 n mi at 11,000';164°-176°, 26 n mi at 11,000';176°-198°, 17 n mi at 10,500';198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000';248°-264°, 26 n mi at 11,000';264°-317°, 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000';260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lgts inop. (11-27)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000';200°-230°, 26 n mi at 11,000';230°-250°, 35 n mi at 10,000';250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as MH fac.
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000';40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000';270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E Course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

MONTANA: ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

CHADRON-RADIO: About Jan 21, VOR will be shut down until approx Mar 4 - modernization (12-19) During shutdown, the following MEA's can be used: V89, V169: Cheyenne Wyo, VOR to Porter, Wyo. Int 8000'; Porter Int to Int CYS R025 and DGW R076 12,000'; Int CYS R025 and DGW R076 (12,000' southbound) to Rapid City, S. Dak., VOR 9000' (descent to 9000' can be made northbound on V89, V169 after passing Int). V196: Wheatland, Wyo. Int to Int RKR R055 and RAP R175 (Descent to 9000' can be made northbound on V89, V169 after passing Int.) 21,000'. (12-18)

KIMBALL ARPT: No fuel avail. (12-9)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.(11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000'MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi 125°-170°, 17 n mi; 170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of runway 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-RADIO: Soon VOR will be shut down. During this period the following arwys will not be usable: V-105 Las Vegas - Prescott; V-135 Las Vegas-Needles; V-21E Las Vegas - Mead Int. V-8, 21 Daggett - Mormon Mesa MEA 10,000'. (11-15)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000';240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'. About Jan 14, VOR will be shut down until approx Feb 15. During this period V-8 Las Vegas - Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 Las Vegas - Milford; V-21E Las Vegas - Mormon Mesa; V-237 White Hills Int - Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable). (11-8)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel.Concord, Capital 5-6611), ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000';350°-010°, 35 n mi at 5000';010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500';100°-120°, 26 n mi at 2000'.

NEW HAMPSHIRE: CONCORD ARPT: Rnwy 3-21 clsd for winter - will not be plowed. Rnwy 30 clsd to ngt operations due outage of lgts on high tension lines E. (12-10)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. About Feb 15, will be cmsnd at lat 39-07-29, long. 74-45-55. (1-4)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgts hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500';270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (12-16)

MILLVILLE ARPT: N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns week ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (12-27)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: Dec 12, ASR-3 shut down (12-18) About Jan 31, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1 mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5' MSL. Apch bearing: 217°. MM lctd 3547' from approach end of rnwy. Elevation 8' MSL. (4-1) FLD: 130' cranes operg in seaport area E of apch end of rnwy 29. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

**NEW BRUNSWICK-HADLEY ARPT: Add prefix (PC), (12-17)

OCEAN CITY-CLARKE ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. (8-15)

TRENTON-RADIO: TVOR usable dist 026°-096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx. Jan 2, 1957.(11-27) FLD: Acft using rnwy 24 on take-off continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. 800' extension to rnwy 16 unlgtd and unusable - men and equip. working in extension area. (12-3)

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NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, 1957, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)

ALBUQUERQUE-AIR ROUTE TRAFFIC CONTROL CENTER: About Jan 18, freq 301.4 mc will be cmsnd.

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational but unreliable, on W end of rnwy 08-26 upon request. Landings will not be made in overrun area and taxiing across barrier will be held to a minimum. First 2600' of rnwy 21 clsd to all lndgs. (11-30)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

COLUMBUS, SITE 34, PHX-ELP ARPT: No aviation gasoline avail until further notice.

CORONA-RADIO: A About Jan 7, VOR will be shut down until approx Feb 8. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 and 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 and 68N Corona-Roswell; V-83 and 83N Corona-Roswell. (12-10)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)

GALLUP-SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

GRANTS-RADIO: About Jan 14, VOR will be shut down until approx Feb 15. During this period the following arwys will be affected: V-12 Zuni-Albuquerque MEA 12,000'; V-190 Grants - Int Grants 054° radial and Albuquerque 012° radial not usable; V-192 Grants-Bernardo Int not usable. (1-2)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all crs beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

LOVINGTON-LEA COUNTY ARPT: Fld open to operns with caution - men and equip. on
** fld. (11-14) 1610' (6086' MSL) lgtd twr erected 33 n mi NW (321°T) at lat 33-22-32, long. 103-46-05. (11-20)

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

TRUTH OR CONSEQUENCES-RADIO: Dec 3, VOR shut down until approx Jan 17. (12-4) During this period V-19 Albuquerque-Harrington Int not usable. (11-5)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830 E Mon-Sat only.

BINGHAMTON-RADIO: Erratic ADF action 4 - 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equipment and men adj to and on W ramp daily during hangar const program.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400E Mon-Sat only. (10-25)

ELMIRA-RADIO: VOR has roughness in all quads. About Jan 7, VOR/DME will be shut down until approx Feb 15 - modernization. (12-11)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Clsd. Services discontd. Rnwy avail for emerg. use - no snow removal. (11-29)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co Arpt, Mitchel lAFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlweild, unless cleared otherwise by Idlweild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts

NEW YORK: Should avoid apch areas thereto below 2500'; Recommended [illegible] crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; LaGuardia Fld, N. Y., and Newark Arpt, N. J.

NEW YORK-INTNL (IDLEWILD) ARPT-TOWER: Soon, ASR-3 will be shut down. About Jan 21, ILS serving rnwy 22 will be cmsnd. Lclzr freq - 110.9 mc. Lctd 475' SW end of NE SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 333.8 mc. Lctd 300' SE of centerline of NE SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL; OM 1500' MSL. Concurrently with cmsng of ILS, Elmont FM on back crs ILS serv rnwy 4, will be decmsnd.
** FLD: New ILS glidepath bldg with 40' pole lctd 300' E of centerline and 800' S of apch end rnwy 22 - mrkd day, lgtd ngt. (12-20) Lndgs and take-offs prohibited unless acft equipped with 2-way radio. Closed to fighter type aircraft. Clsd mil acft xcpt on ofl bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt manager. Caution-use paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy sys in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution-taxi A - acft running up on clsd rnwys 7L-25R, S of int with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. New exten taxiway temp LL from rnwy 13L-31R to taxiway E open for full operation. Mrkd by delineators. Follow centerline all taxiways. (10-23) Taxiway D open between CC and rnwy 13L-31R. (9-21) Exten of taxiway CC connecting taxi J and U opened. (9-24) Relocated taxi CC between A and Z opened. Taxi O between taxi X and W opened. (10-22) New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. (10-25) Temp taxi LL between taxi E and F opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp mrkd by delineators. Caution. Follow centerline. Soon, a centerline apch lgtg sys serving rnwy 22 will be cmsnd. System extends 3000' from rnwy pavement out into approach. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (11-13)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with LaGuardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip operg inside base of dike-days. 500' apch end rnwy 31 not usable for lndg acft - days. Obstns and equip mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (9-28)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by 2-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE and SW quadrant and 4500' in NW quadrant. (6-22)

NEW YORK: NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry & Lake Ontario as N bndry.Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)

**PENN YAN ARPT: Add prefix (PC). (12-14)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-340°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil aircraft in vcnty of airport is 800' to insure adequate separation from mil jet aircraft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped aircraft will maintain 2000' MSL until W of airport. Over that position, aircraft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

**ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of field at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) 2-way radio required. (11-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 285°-315° below 5000'; 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of runway 10, NG ramp, and portions of taxiways serving runways 22 and 33. Caution-lndg jet acft using left hand pat at 1879' MSL. Sod areas unsafe.Rdo receiver rqrd. (12-3)

SPITFIRE LAKE: Closed seaplane operns xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylight hours. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius of airport, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **BURGAW ARPT: 300' lighted tower erected 1.0 n mi NE (66°T) at lat 34-33-25, long 77-56-15. (12-6)

CHERRY POINT MCAS-RADIO: Navy LFR shut down. (12-5)

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx March 20, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (12-5)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)

✱GREENSBORO-HIGHPOINT ARPT-TOWER: ILS lclzr back course unrestricted. This ** corrects AIRGI Vol. 11, No. 21. (1-2) FLD: Centerline hi-intensity approach light system serving runway 14 commissioned 12-20-56. System extends 3000' from runway pavement out into approach. System consists of green lights across runway at threshold, a red bar light on each side of runway 100' from the pavement, a red bar light on runway centerline 200' from the pavement, 27 clear bar lights on runway centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on runway centerline 1000' from pavement. Ground checked only. (12-20)

HICKORY-RADIO: About March 1, 1957, VOR will be cmsnd at lat 35-52-19, long 81-14-19.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian aircraft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

NEW BERN-RADIO: VOR areas toward open water flight-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance account roughness and bends. (11-1)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Bndry lights inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flight-checked to shoreline only. (8-14)

**WILMINGTON-NEW HANOVER CO. ARPT: 200' (210'MSL) lgtd twr erected 5.2 n mi WSW(253°T) at lat 34-14-52, long 78-00-09. (12-6) Helicopters landing and take-off use caution to avoid 55' unlighted overhead high voltage p-line running W from control tower to airport boundry. Open ditch 1500' W of midfield intersection 60' from both sides rnwy 9-27. Due to non-visibility twr unable to control traffic on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to runway 9. (8-1)

NORTH DAKOTA: FARGO-RADIO: October 8, VOR/DME shut down until approx January 15-modernization. (12-18)

FARGO-HECTOR FLD: 200'(1101'MSL) lgtd twr erected 5.8 n mi SSE(166°T) at lat 46-49-52, long 96-47-53 and will be dismantled approx January 14, 1957. (12-7) About January 17, 1957, 200'(1268'MSL) unlgtd twr will be erected 24.2 n mi W(270°T) at lat 46-55-07, long 97-24-23 and being dismantled approx January 27, 1957. (12-12) 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center of E side. (6-6) Stacks of drainage tile 300' W of rnwy 17-35. (12-12)

JAMESTOWN ARPT: About January 27, 1957, 200'(1685'MSL) lgtd twr will be erected 13.9 n mi ESE(113°T) at lat 46-50-14, long. 98-22-24 and being dismantled approx Feb 10, 1957. (12-12) About Feb 3, 1957, 200'(2145'MSL) lgtd twr will be erected 18 n mi NW (300°T) at lat 47-04-55, long. 99-03-04 and being dismantled approx Feb 10, 1957. (12-12)

VALLEY CITY ARPT: About January 23, 200'(1661'MSL) lgtd twr will be erected 3.9 n mi ENE(89°T) at lat 46-56-17, long. 97-55-24 and being dismantled approx Feb 3, 1957.

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON APT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from to 20,000'durg daylgt hrs VFR conditions only.

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000';310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200 ft N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

**COLUMBUS-OHIO STATE UNIVERSITY ARPT: Add prefix (PC). (12-14)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000'MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

OHIO: COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip. on fld. (7-2)
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.
DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operations. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Construction area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of construction areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for day-lgt opern. (1-7)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd.
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip. on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA.
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (12-6)
PORT CLINTON ARPT: Const 400 ft gravel extension N end rnwy completed. Caution durg wet thawing wea. Extreme edges 40 ft wide extension soft in spots. Rnwy 2180 ft hard surface; 150 ft stone S end, 400 ft stone N end, approx 950 ft sod over-run beyond stone N end. Soft sod areas durg wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)
PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos across the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)
SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const in progress on 850 ft extension NE end and 950 ft SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold markings. Areas flagged. 5200 ft usable. (10-31)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260°, below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy closed - due const. Caution equip. on fld. (10-31)
**NORMAN-WESTHEIMER ARPT: 80, 87, and 100 octane gas avail. (12-14)
OKLAHOMA: NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH, SITE 73, RIV-DLS: Clsd. Soft and S end flooded. (12-12)
BEND-STEARNS ARPT: Closed durg winter - due snow. (12-7)
CRESCENT LAKE-JUNCTION ARPT: Closed durg winter - due snow.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100'. Partial grading for 1500' exten N end rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from Admin Bldg to SE end of fld clsd and hazard mrkd. (11-19)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR flgt-checked, opern normal.
LAKE O'WOODS ARPT: Closed durg winter - due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Closed durg winter - due snow. (12-7)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**PORTLAND INTNL ARPT: 600' MSL lgtd twr erected 5.0 n mi SE (159° T) at lat 45-30-01, long. 122-33-11. Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
**SPRINGFIELD ARPT: Add prefix (PC). (12-14) Tfc pattern right-hand when landing on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discontinued. (10-8)
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, tower unable to control traffic 100' of E end runway 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6.

PENNSYLVANIA: BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equipment occasionally cross rnwy. Areas marked. (12-27)
BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be clsd. (12-11)
BRISTOL-3M ARPT: Caution - const equip on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 - 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.
CHAMBERSBURG-SUNSET ARPT: Effect Feb 28, 1957, arpt will be clsd permanently.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Clsd. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft operg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must receive Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end rnwy 17. Rnwy 12 closed for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off non apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist markers PENNSYLVANIA: installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
**THOMASVILLE-YORK ARPT: 4200' Bitumen-surfaced rnwy avail and 3000' Bitumen-surfaced lgtd. Use hard surface. (12-20)
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
WASHINGTON ARPT: Clsd to transient acft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-engine and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at MIN 39 n mi. DME coverage 26 n mi at MEA in all azimuths. (11-5)
**CHARLESTON AFB MUN ARPT: All acft must be equipped with functioning 2-way radio with appropriate twr frequency. (10-1) Rnwys 3-21 and 15-33 alternately closed during daylgt hrs - extensive const. all areas adj to rnwys. Men and equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
COLUMBIA-RADIO: LFR gnd checked only. (1-4)
FLORENCE-RADIO: VOR radials 125°-145°, 220°-265° - out of tolerance acct roughness and bends. (11-5)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
**LANE, SITE 24, JXE-RIC ARPT: WNW/ESE rnwy permanently clsd. (1-3)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR crs in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys and taxiways lgtd and open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)
SOUTH DAKOTA: ABERDEEN-RADIO: Soon, VOR Will be shut down until approx Feb 1.(11-28) During shutdown, the following MEA'S are authorized: Bismarck-VOR direct Aberdeen LFR 3500'; Aberdeen LFR direct Watertown VOR 3000'; Aberdeen LFR direct Huron VOR 2500'. (11-29)
ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20) N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,600 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys insided bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP-RADIO: VOR/DME shut down until approx Jan 15 - modernization. (12-3)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE-RADIO: About Jan 28, VOR will be shut down until approx Mar 11. During shut down the following MEA'S can be used: Arwy V-26: Philip VOR to Pierre LFR 3400'; Pierre to LFR to Huron VOR 3400'. (1-4)
SIOUX FALLS-RADIO: About Jan 14, VOR will be shut down until approx Feb 25, Freq will be changed to 115.0 mc -DME to channel 70. During shutdown the following MEA'S can be used: Arwy V-15: Huron VOR to Int HON R115 and SUX R335. 7000' Int HON R115 and SUX R335 to Sioux City VOR 7000'; V-181: Watertown VOR to Oakwood Int 3000';

SOUTH DAKOTA: Oakwood Int to Int ATY R160 and HON R115 7000. V80: Redwood Falls VOR to Int RWF R228 and SUX R335 3000'. Direct Route: Huron VOR to Sioux Falls LFR 3000'; Sioux Falls LFR-Redwood Falls VOR 3000'; Watertown VOR-Sioux Falls LFR 3000'.

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

**BRISTOL-TRI-CITY ARPT: Designated as feeder type arpt. Max gross load limitation 30,000 lbs. (12-17)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 13, ASR shut down - modernization. (11-13) ILS glide slope inop. (12-18)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250°, have bends & roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000';V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen int 5000'; McEwen Int to Nashville VOR MEA 4000'. Minimum holding alt McEwen int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (11-20)

NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

TEXAS: ABILENE(NEW) ARPT: Due to non-visibility twr unable to ctl tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I.RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F.RR about 30.3 n mi N.

AMARILLO-AIR ROUTE TRAFFIC CONTROL CENTER: About Jan 18, freq 301.4 mc will be decmsnd. (1-4)

AMARILLO AIR TERMINAL-TOWER: ILS lclxr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end of rnwy 30. Touchdown point intersection rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)

**BEAUMONT-JEFFERSON COUNTY ARPT: 223' MSL lgtd drilling platform erected 26 n mi SSW (195°T), at lat 29-33, long 94-12. Rnwy 11-29 clsd - construction. (9-19)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**CHILDRESS ARPT: 400' (2550'MSL) lgtd TV twr erected 5.5 n mi (103°T) SE at lat 34-24-29 long. 100-11-58. (12-19)

CORPUS CHRISTI-RADIO: About Jan 14, VOR will be shut down until approx Feb 4. (12-11) Durg shut down the following temp MEAs have been estab: V-20 ALI-PSX MEA 4000'; V-68 from int of SAT 159° radial to CRP unusable, from CRP to Kingsville Int. unusable, Clareville & Kingsville Ints unusable. All other routes utilizing CRP VOR unusable.

COTULLA-RADIO: About Feb 4, VOR will be shut down until approx Feb 25 - modernization. (12-27)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr

TEXAS: view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive [illegible] grading & paving operns in progress entire arpt area including taxiways & ramp adj to rnwys & new term bldg. Hazard mrkd & lgtd. Ctc control twr for detailed taxi instructions.

**DEL RIO ARPT: Road across N/S strip removed. Rnwy lgts on rnwy 12-30 oper sunset-2400. (12-11)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500';265°-300°, 26 n mi at 10,000'. About Jan 14, VOR will be shut down until approx Feb 4 - modernization. (12-11)

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry & one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High & low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 & 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on landing lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equipment available. (11-7) Tetrahedron uncontrollable, unreliable - not to be used as traffic direction indicator. (11-27)

★FT WORTH-RADIO: Dec 20, trans & rcvr 121.5 mc cmsnd.

★FT. WORTH-MEACHAM FLD-TOWER: Dec 5, trans & rcvr 243.0, 348.6 mc cmsnd. (12-20)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GRAND PRAIRIE ARPT: Delete prefix (N). (12-17)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable - roughness and scalloping. Caution in vicinity of Cleveland, Texas - intermittent interference. (10-2)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTERNATIONAL ARPT: Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. (12-6)

HUDSPETH-RADIO: About Feb 4, VOR will be shut down until approx Feb 25. During this period MEA on V-66 El Paso to Culberson 10,000' MSL. Dove and Antelope VHF int unusable. (12-28)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG COUNTY ARPT: Two 40' lgtd antenna poles erected 1000 ft E of rnwys 17-35 and 500 ft S E/W taxiway. (12-4)

LUBBOCK-RADIO: Nov 20, LFR shut down until approx Jan 15. Class will be SBMRLZ.

LUBBOCK ARPT: W 300 ft. of E ramp open as taxiway. E 500 ft of E ramp closed to acft for cotton storage. (10-9)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700';305°-315°, 26 n mi at 1700';315°-335°, 35 n mi at 1700';335°-015°, 35 n mi at 2000';015°-060°, 35 n mi at 1700';060°-125°, 35 n mi at 1500'.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.(7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

**McALLEN-MILLER INTERNATIONAL ARPT: 165'(300'MSL) twr erected 5.5 n mi W(270°T) at lat 26-11-20, long. 98-22-30. (10-30) Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.(7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL.(6-15)

★NEWMAN-RADIO: Dec 20, VOR flgt-checked and cmsnd. Freq: 112.4 mc. Ident: EWM. Monitoring category (1). Lctd lat 31-56-53, long. 106-16-30. Class: VORW. (12-27)

TEXAS: ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
PORT ISABEL ARPT: Clsd to all operns - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-RADIO: About Jan 11, LF rng will be converted to an H facility. (11-21)
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - acct of severe scalloping and roughness.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at m in en route alt. (1-2)
**MILFORD, 45, LAX-SLC ARPT: 80/87 octane fuel and aviation oil avail on 24-hr basis.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min. terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
★SALT LAKE CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Dec 20, trans and rcvr 119.2 mc cmsnd.
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145°-155°, 35 n mi; and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd to wheel-equipped acft during winter months.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equipment in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25)
**BRIDGWATER-SHEN-MYER ARPT: Soft when wet. (12-22)
**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
**DANVILLE ARPT: 80 and 100 octane gas avail. (12-19)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt N E quad. Terrain causes

VIRGINIA: minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Clsd. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat. alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 n mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE-RADIO: About Jan 14, TVOR will be shut down until approx Feb 4. (12-11)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BANDERA ARPT: Clsd - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280° on Vancover, B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: First 2000' rnwy 1 clsd to all Naval acft.
EASTON, SITE 5B, SEA-HLN ARPT: Clsd due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'
LEAVENWORTH-LAKE WENATCHEE ARPT: Clsd - due snow. (12-7)
LESTER ARPT: Clsd - due snow. (12-7)
MT. CATHERINE BCN SITE 4, SEA-HLN ARPT: Inop - due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PACKWOOD ARPT: Clsd - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Rnwy lgts avail on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Work in progress on arpt. (11-30)
RIMROCK-TIETON ARPT: Clsd - due snow. (12-7)
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req. PROVIDED local tfc permits. Single-eng acft with retractable landing gear drop landing gear prior to entering traffic pattern. (7-19)

WASHINGTON: SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500- - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle rdo. Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SKYKOMISH ARPT: Closed - due snow. (12-7)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADAR APPROACH CONTROL CENTER: Effective Feb 6, radar arrival control will be established. Also receives 122.5mc, 3023.5 kc and trans and rcvs 298.9 mc.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable, 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40 inches high lctd 150' off ends rnwy 3-21.

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

WHIDBEY ISLAND NAS-RADIO: Voice communications out of service. (11-6)

**WINTHROP-PASAYTEN USFS ARPT: Closed. (12-27)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis.

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop.

GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Serv fac avail 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgts. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

SUTTON, 21, CIN-DCA ARPT: Closed to all acft except single-engine. (1-3)

WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft - unusable. Arpt clsd. until May 1, 1957. (10-12)

FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Jan 11, 1957 - modernization.

LA CROSSE-RADIO: VOR radials 320°-335° unreliable 20 to 30 n mi from stn. (11-3)

LAND O'LAKES-KING'S GATEWAY ARPT: Clsd due ice or snow. Arpt will be plowed on request. (12-19)

MADISON-TRUAX FLD-TOWER: About Jan 11, trans and rcvr 275.8 mc will be replaced by 363.8 mc. (12-29) FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Standard Inst Acph Procedure ILS #1, Amdt #9, dated 22 Jun 56, in columns 11, 12 and 13 ** raise S-DN-1 ADF minimums from "400-1" to "500-1". 162' (878' MSL) lgtd twr erected 3.3 n mi SSW (196°T) at lat 42-53-49, long. 87-55-07. (11-3) Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities limited - itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO COUNTY ARPT: Use only N/S and E/W rnwys winter months.

WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' & beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)

GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

KEMMERER ARPT: Caution - reseeded and soft. (6-22)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate crs roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' - 60' high operg intermittently approx 1000' off E end rnwy 9R-27L. Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 295°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1067	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-37; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
NEW YORK				

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
Williston, Chandler	6.1 WSW; 267°	3221	878	48-08-02; 103-51-36
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1178	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry (Under Construction)	6.6 W; 274°	2049	1380	36-08-50; 86-49-54
TEXAS				
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
Midland, Midland Air Terminal	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
UTAH				
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that thould be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*new York (LaGuardia 112.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON

Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-Douglas International

DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas

Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana

Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB (Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni

Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l (Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)

Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas
Winston-Salem, North Carolina
Brunswick(St. Simons Is.) Ga., McKinnon
Rawlins, Wyoming-Rawlins

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County (Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley Ir
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal
Columbus, Ga., - Muscogee County
Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal

Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird

Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

St. Petersburg, Fla., - Pinellas Co. Intn'l

Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle -Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry

Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander

W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County
Wichita Falls, Texas-Sheppard AFB (Lawton VOR)
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER

Elko, Nevada
Lafayette, Indiana - Purdue

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
ATLANTA, GA. Atlanta 1024 SBRAZ - VDTX Procedure #1 Amendment #12 Effective date: 9 Feb 1957 Supersedes Amdt #11, dtd 12 Nov '54 Major changes: Revise transitions and missed approach. Add transition from LSM Rbn.	Atlanta VOR	Dir	2100	E side SE crs 144 outbnd 324 inbnd 2200 within 10 mi.	1700	314 1.3	T-dn C-dn S-dn 33 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 1.3 mi turn left, climb to 2000 on SW crs within 20 miles
	Lost Mountain Rbn	Dir	2800								
	Stone Mountain FM	Dir	2200								
AUSTIN, TEXAS Mueller 631 SBMRLZ-VDT AUS Procedure #1 Amendment #11 Effective date: 9 Feb 1957 Supersedes Amdt #10 dtd 15 Aug 1954 Major changes: Revise procedure turn limit. Change statute to nautical miles. New form.	Austin VOR	Dir	2000	S side NW crs 298 outbnd 118 inbnd 2500 within 10 mi.	AUS FM 2000 LFR 1500 *	118 1.6	T-dn@ C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Within 1.6 mi climb to 2000 on 118 crs (118) within 20 mi. *If AUS FM not received, maintain over AUS LFR is 2000. CAUTION: Tower 1498 MSL 2.1 mi SW of crs within FM Signal Zone. @All acft restricted to 300-1 for Rnwys 3-21, 16L-34R, 12L-30R.
BIRMINGHAM, ALA. Municipal 643 SBRAZ-DTV BHM Procedure #1 Amendment #7 Effective date: 9 Feb 1957 Supersedes Amdt #6 dtd 22 April 1954 Major changes: Changes transition from BHM VOR due relocation.	Birmingham VOR	Dir	2000	W side N crs 358 outbnd 178 inbnd 2500 within 10 mi.	#Bradford FM 200 LFR 1700	178 2.6	T-dn C-dn A-dn	300-1 800-1 1000-2	300-1 900-1 1000-2	*300-1 900-1.5 1000-2	Within 2.6 mi climb to 2800 on 358 crs. BHM-LFR within 20 mi. #If Bradford FM not received descent below 2000 NA. *200-0.5 authorized rwy 23 only. Air Carrier Note: No reduction in minima authorized.
	Eden FM	Dir	2600								
	Bradford FM (final)	Dir	1700								
FRESNO, CALIF. Fresno Air Terminal 331' SBRAZ-DTV FNO Procedure #1 Amendment #5 Effective date: 9 Feb 1957 Supersedes Amdt #4 dtd 12 Dec 1953 Major changes: New format. Revises minimums.				S side of W crs. 272 outbnd 092 inbnd 1900' within 10 mi.	1331	047 6.1	T-dn C-dn A-dn	300-1 1000-2 2000-3	300-1 1000-2 2000-3	200-0.5 1000-2 2000-3	Within 0.0 miles...climb to 1500' on SE crs within 20 mi. Air Carrier Note: Sliding scale not applicable.
TYLER, TEXAS Pounds Field 544' BMRLZ-TYR Procedure #1 Amendment #7 Effective date: 14 June 1954	PROCEDURE CANCELLED EFFECTIVE 9 JANUARY 1956. (supersedes by ADF procedure)										

AUTOMATIC DIRECTION FINDING PROCEDURES

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TWO ENG. OR LESS 65 KNOTS OR LESS	TWO ENG. OR LESS OVER 65 KNOTS	MORE THAN TWO ENG. OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
TYLER, TEXAS Pounds Field 544 MH - TYR Procedure #1 Amdt. Original Effective date: 9 Jan 1957 Supersedes Amdt #7 LFR Procedure #1 dtd 14 June 1954 Major changes: Converted from LFR to ADF Procedure. Final approach crs changed. Delete straight-in minima for 2-engine more than 65 knots.				S side of crs 300 outbnd 120 inbnd 1700 within 10 mi (beyond 10 mi NA)	1200	120 1.4	T-dn C-dn A-dn	300-1 400-1 800-2	300-1 500-1 800-2	200-0.5 500-1.5 800-2	Within 1.4 mi climb to 2100 on crs of 120 within 20 mi. CAUTION: Radio towers 960' 4.5 mi E and 1056' 7 mi E of airport.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(8 Jan 1957)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE / AIRPORT NAME & AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND.) / ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. AT AUTHORIZED MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12
ATLANTA, GA. Atlanta 1024 BVOR - ATL Procedure #1 Amendment #1 Effective date: 9 Feb 1957 Supersedes Amdt Original dated 2 Feb 1954 Major changes: Revises transitions. Lowers minima and visibility due criteria. Lowers procedure turn altitude.	Atlanta LFR	Dir	2100	E side of crs 195 outbnd 015 inbnd 2100 within 10 mi.	1600	015 8.1	T-dn S-d3 S-n3 C-d C-n A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1 500-2 500-1 500-2 800-2	200-0.5 500-1 500-2 500-1.5 500-2 800-2	Within 8.1 mi immediately turn right, climb to 2200 and proceed to Rex Int via the E crs of ATL ILS. CAUTION: 2036' MSL TV tower located 7.0 mi NNE of airport.
	Chattahoochee Int.	Dir	2100								
COLUMBUS, GA. Muscogee County 397 BVOR - CSG Procedure #1 Amendment - Original Effective date: Commissioning of Facility approximately 9 Feb 1957	Columbus LFR	Dir	2000	W side of crs 328 outbnd 148 inbnd 1700 within 10 mi.	1200	148 6.7	T-dn C-d C-n S-d S-n12 A-dn	300-1 600-1 600-2 600-1 600-2 800-2	300-1 600-1 600-2 600-1 600-2 800-2	200-0.5 600-1.5 600-2 600-1 600-2 800-2	Within 6.7 mi turn left, climb to 2000 on CSG-VOR Rad. 328 within 20 mi.
	Columbus LOM	Dir	2000								

INSTRUMENT LANDING SYSTEM PROCEDURES

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CALIZER: FREQ & IDENT. / MM: FREQ. AND IDENT. / OM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) / ALTITUDES. / LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NOT ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
ATLANTA, GA Atlanta Arpt 1024 ILS - IATL LOM - AT Comb. ILS & ADF Procedure #1 Amendment #16 Effective date: 9 Feb 1957 Supersedes Amdt #15 dtd 12 Nov 1954 Major changes: Change transitions due decommissioning CPN LFR. Adds final from Chattahoochee Int.	Atlanta LFR	LOM	Dir	2200	S side W crs 268 outbnd 088 inbnd 2500 within 10 mi.	ILS 2500 ADF 1600	2450 4.0	1320 0.5	T-dn C-dn S-dn 9R ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 500-1 600-2 800-2	200-0.5 500-1.5 200-0.5 500-1 600-2 800-2	Within 4.0 mi after passing LOM (ADF)...climb to 2200' on E crs. ILS (088) within 20 mi. 400-0.75 required when glide slope not utilized. CAUTION: 1182' MSL Water tank 3/4 mile W of airport.
	Atlanta VOR	LOM	Dir	2200									
	Fulton Int	LOM	Dir	2300									
	Chattahoochee Int (final)	LOM	Dir	ILS 2500 ADF 1600									
	Madras VHF Int	LOM	Dir	2100									
	Madras LF Int	LOM	Dir	2100									
Procedure #2 ILS - IATL Amendment #5 Effective date: 9 Feb 1957 Supersedes Amdt #4 dtd 12 Nov 1955 Major changes: Add final from Convers Int. Delete transitions from CPN & ORC. Changes minimum altitude at Rex Int.	Atlanta LFR	Rex Int	Dir	2100	S side E crs 088 outbnd 268 inbnd 2200 within 10 mi.	Rex Int 1600	Rex Int 5.9		T-dn C-dn S-dn 27L A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-0.5 500-1.5 400-1 800-2	Within 5.9 mi climb to 2200' on W crs ATL ILS within 10 mi. CAUTION: 1182' MSL tank 3/4 mile W of airport.
	Atlanta VOR	Rex Int	Dir	2100									
	Convers Int (final)	Rex Int	Dir	1600									
AUGUSTA, GA. Bush Arpt 142 ILS - IAGS Procedure #2 Amendment - Original Effective date: 9 Feb 1957 Establishes Backcourse approach.	AGS VOR	City Int	Dir	2000	W side N crs 348 outbnd 168 inbnd 2000 within 10 mi of City Int.	City Int 1500	City Int 1500 6.1		T-dn S-dn17 C-dn A-dn	300-1 800-1 800-1 1000-2	300-1 800-1 800-1 1000-2	*200-0.5 800-1 800-1.5 1000-2	Within 6.1 mi after passing City Int climb to 1600 on S crs of ILS within 20 mi. *300-1 required on rnwy 26. CAUTION: Prohibited area located 4 mi E of Bush Field.
	Mallard Int	City Int	Dir	2000 Final 1500									
	Colliers Int	Mallard Int	Dir	2300									
BIRMINGHAM, ALA. Municipal Arpt 643 ILS - IBBM LOM - BH Comb. ILS-ADF Procedure #1 Amendment #10 Effective date: 9 Feb 1957 Major changes: Revise transitions and lists distances in nautical miles. Supersedes Amdt #9 dtd 21 May 1954	Birmingham LFR	LOM	Dir	2600	N side SW crs 232 outbnd 052 inbnd 2000 within 10 mi. (Non-standard due to obstructions.)	ILS 2000 ADF 2000	2000 4.7	930 0.6	T-dn C-dn S-dn 5 ILS* ADF A-dn	300-1 #860-1 500-0.75 600-1 1000-2	300-1 #900-1 500-0.75 600-1 1000-2	@300-1 900-1.5 500-0.75 600-1 1000-2	Within 4.7 mi of LOM(ADF) ...climb to 2500' on N crs BMH-LFR within 20 mi, or climb to 2000' and proceed to the BHM-VOR. *600-1 required when either glide slope or approach lgts inoperative. Air Carrier Note: No reduction in minima authorized. @200-0.5 authorized rnwy 23 for more than 2 eng take-off. #ILS Circling, 2-engine 700-3 authorized rnwy 36 prowded acft not maneuvered N or E of airport.
	Birmingham VOR	LOM	Dir	2000									
	Bessemer Int (final)	LOM	Dir	2000									
	Bradford FM	LOM	Dir	2000									
	Chelsea Int	LOM	Dir	2600									
	Trussville Int	LOM	Dir	2600									

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(8 Jan 1957)

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ & IDENT. LMM: FREQ AND IDENT. LOM: FREQ AND IDENT. / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TWO ENG. OR LESS: 65 KNOTS OR LESS	TWO ENG. OR LESS: OVER 65 KNOTS	MORE THAN TWO ENG.: OVER 65 KNOTS	IF VISUAL CONTACT NO. ESTAB. UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14
BROWNSVILLE, TEX. Rio Grande Valley Intnl Arpt 22 ILS - BRO LOM - BR Comb. ILS & ADF Procedure #1 Amendment #12 Effective date: 9 Feb 1957 Supersedes Amdt #11 dtd 8 Sept 1956 Major changes: Add alternate missed approach procedure. Revise transition.	BRO VOR	LOM	Dir	1200	W side N crs 353 outbnd 173 inbnd 1200 within 10 mi. (beyond 10 mi NA.)	ILS 1200 ADF 600 over LOM	1150 3.8	240 0.6	T-dn C-dn S-dn 17 ILS ADF A-dn ILS ADF	300-1 500-1 * 200-0.5 500-1 600-2 800-2	300-1 500-1 * 200-0.5 500-1 600-2 800-2	200-0.5 500-1.5 * 200-0.5 500-1 600-2 800-2	Within 3.8 mi after passing LOM (ADF)... climb to 2500 on S crs ILS 173° within 4.5 mi, or when directed by ATC, turn left, climb to 1200' on R-062 BRO within 20 mi. *400-0.75 required when glide slope not utilized.
	BRO LFR	LOM	Dir	1200									
	Los Fresnos FM via crs 118	N crs ILS or Brng 173 to LOM	Dir	1200									
	Int BRO VOR Rad 330 & N crs ILS (final)	LOM	Dir	ILS 1200 ADF 600									
NEW YORK, N. Y. International Arpt 12' ILS - IWY Procedure #3 Amdt. - "Original" Effective date: 16 Jan 1957	Glen Cove MH	OM	Dir	1500 (final)	*E side NE crs 043 outbnd 223 inbnd 1500 within 10 mi of OM. *Procedure turn E to avoid LaGuardia traffic.	1500	1500 4.8	240 0.6	T-dn C-dn S-dn 22 A-dn	300-1 400-1 **200-0.5 600-2	300-1 500-1 **200-0.5 600-2	200-0.5 500-1.5 **200-0.5 600-2	Climb to 1500' on SW crs ILS and proceed to Scotland Int. Contact IDL Approach Con. for further instructions. CAUTION. Circling minima do not provide standard clearance over the following obstructions: 276' stack 1.7 E end rnwy 4, 185' control tower at the airport. **400-0.75 required with glide slope inoperative.
	Idlewild LFR	OM	Dir	1500									
	Mitchel LFR	OM	Dir	1500									
	Idlewild VOR	OM	Dir	1500									
	Radar terminal area transitions All directions E of NE/SW crs LaGuardia LFR		within 25 mi. 2500 within 15 mi. 1500										

RADAR PROCEDURES

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach or, for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

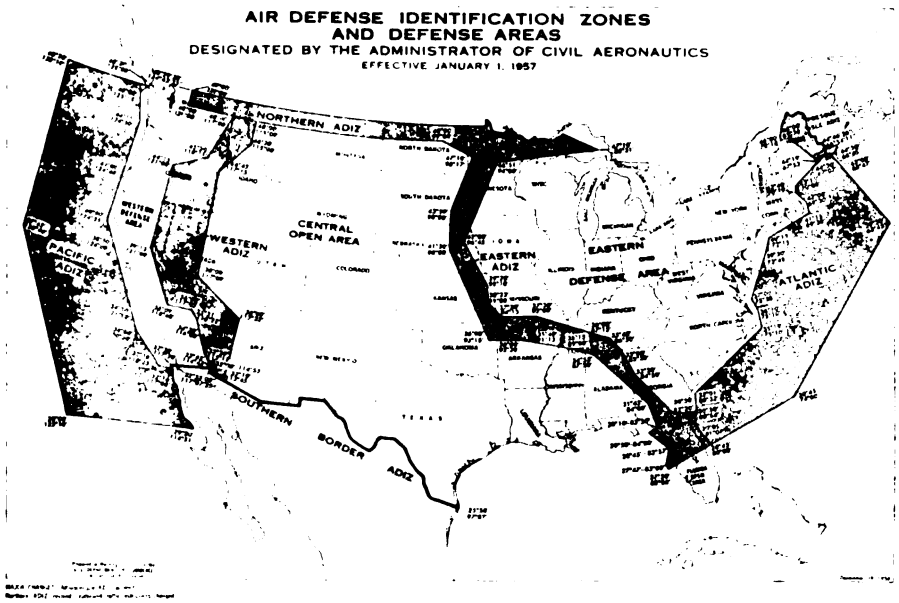
CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / EFFECTIVE DATE	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): TWO ENG. OR LESS: 65 KNOTS OR LESS	PRECISION APPROACH (PAR): TWO ENG. OR LESS: OVER 65 KNOTS	PRECISION APPROACH (PAR): MORE THAN TWO ENG.: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: 65 KNOTS OR LESS	SURVEILLANCE APPROACH (ASR): TWO ENG. OR LESS: OVER 65 KNOTS	SURVEILLANCE APPROACH (ASR): MORE THAN TWO ENG.: OVER 65 KNOTS	MISSED APPROACH PROCEDURE
1	2	3	4	5	6	7	8	9	10	11
BIRMINGHAM, ALA. Municipal Arpt 643 Procedure #1 Amendment #1 Effective date: 9 Feb 1957 Supersedes Amdt Orig, dtd 11 Feb 1954 Major changes: Straight-in minima indicated. Missed approach changed due relocation BHM VOR.	2500# within 20 mi. #Radar control must provide 3 mi separation from Radio Tower 1582' located 4 mi SW of arpt or maintain 2600'.	All All 5, 23, 8 18 All	T-dn C-dn S-dn S-dn A-dn				300-1 800-1 600-1 700-1 1000-2	300-1 900-1 600-1 700-1 1000-2	*300-1 900-1.5 600-1 700-1 1000-2	Climb to 2500' and proceed direct to BHM LFR or climb to 2600 and proceed to BHM ILS LOM or climb to 2000 and proceed direct to BHM VOR. Air Carrier Note: No reduction in minima authorized except *200-0.5 authorized rnwy 23 for more than 2-engine take-off.
BOSTON, MASS. Logan Arpt 19' Procedure #1 Amendment #5 Effective date: 9 Feb 1957 Supersedes Amdt #4 dtd 6 Aug 1954 Major changes: Terminal area maneuvering revised. ASR approach to rnwy 9 eliminated.	1800' within 25 mi except 2300' when more than 6 mi from arpt between NW and SW crs of Boston LFR.	All 4R 4L, 15 22L, 22R 27, 33 *600-1 required when circling W of the airport.	T-dn C-dn# S-dn A-dn C-dn S-dn A-dn C-dn# S-dn A-dn C-dn# S-dn A-dn	300-1 500-1* 200-0.5 600-2

VHF OMNIRANGE (TVOR) PROCEDURES

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude (s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION TYPE OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS				IF VISUAL CONTACT NOT ESTAB. AT, TVOR — OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TWO ENG. OR LESS		MORE THAN TWO ENG. OVER 65 KNOTS	
								65 KNOTS OR LESS	OVER 65 KNOTS		
1	2	3	4	5	6	7	8	9	10	11	12
CEDAR RAPIDS, IA. Municipal Arpt 863' CID I-8 Final Effective date: Jan 1957	Iowa City VOR	Dir	2000	S side of crs 271 outbnd 091 inbnd 2000 within 10 mi.	Walford Int* 1500	085 0.3 From Walford Int* to CID-VOR 091 5.2	T-dn C-d C-n S-dn 8 A-dn	300-1 500-1 500-2 400-1 800-2	300-1 500-1 500-2 400-1 800-2	200-0.5 500-1.5 500-2 400-1 800-2	Within 5.2 mi, climb to 2200' on R-079 CID within 20 miles. *Walford Int - Int R-330 IOW and R-271 CID. No tower. NOTE: If Walford Int.* not received, descent below 1500 not authorized and landing minimums of 800 ft applicable to straight-in and circling approaches.
CEDAR RAPIDS, IA. Municipal Arpt 863' CID R 26 Final Effective date: Jan 1957	Iowa City VOR	Dir	2000	S side of crs 079 outbnd 259 inbnd 2200 within 10 mi. Procedure turn non-standard to avoid obstructions	Ely Int* 1500	265 0.3 From Ely Int* to CID VOR 079 4.8	T-dn C-d C-n S-dn 26 A-dn	300-1 500-1 500-2 400-1 800-2	300-1 500-1 500-2 400-1 800-2	200-0.5 500-1.5 500-2 400-1 800-2	Within 4.8 mi, climb to 2000' on R-272 CID within 20 miles. *Ely Int - Int R-355 IOW and R-079 CID. No tower. NOTE: If Ely Int* not received descent below 1500' not authorized and landing minimums of 600 ft applicable to straight-in and circling approaches.

NOTE: Bearings, headings, courses are magnetic. Distances are in nautical miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.



(8 Jan 1957)

U. S. GOVERNMENT PRINTING OFFICE : 1956

SPECIAL NOTICE

New Radar Weather Advisory Procedures. See page 4

SPECIAL NOTICE

ADIZ CHART

See page 58.

AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
FEB 5 1957
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SPECIAL NOTICE

TWO-WAY RADIO FAILURE. p.29

SPECIAL NOTICE

Interference with Search & Rescue Operations. p. 29

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VOL. 11 ,NO. 23. . . .JANUARY 22,1957

The AIRMAN'S GUIDE is issued every two weeks
This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . Control Tower, (City, County, Private, etc.)
D. . . . Distantly controlled

DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TASR. . . . Terminal Area Surveillance Radar
TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . Visual-aural VHF range
VOR. . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 30 cents.

RADAR AVAILABLE : How and Where

(22 Jan 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: If radar advisory service is desired, the pilot of an aircraft will request such service through the appropriate Air Route Traffic Control Center, using normal en route communications facilities. ARTC will determine [illegible] provided and will request pilot to change to appropriate frequency for [illegible] radar. Radar station will be identified by "THIS IS AIR FORCE" [illegible] and vectors to circumnavigate storm areas will be of advisory [illegible] of responsibility for safety of aircraft. If advisory service cannot be provided, [illegible], the procedure word "UNABLE" will be used. This will terminate radar service to the aircraft without further explanation. This service will be available in the ARTC Flight Advisory Areas; Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque, San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles, and the area immediately around Knoxville, Tenn.

SEE REVISED NOTE ON PAGE 4

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260; 109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6	ASR	
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Runway 13R. Arrival Control Gds 122.7 mc; does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 274.3, 263.0	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8	ASR	Arrival Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McChee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Los Angeles Intnl. Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6.	ASR PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7,	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

(22 Jan 1957)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
TERMINAL AREA SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7, 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0	TASR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	TASR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6.	TASR	Gds:135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0) 257.8 263.0, 301.4, 348.6, 255.4
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 348.6 mc (on req 120.5, 124.4 mc)	TASR	Guards 122.1 mc (on req 120.5, 124.4 mc) Oper. 255.4, 301.4mc merg only. Does not guard 135.0 mc.. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden - Hill AFB, Utah	120.1, 121.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4	ASR	ASR apchs available to rnwys 14 and 32
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8		Departure Control
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
   (a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
   (b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
   "(aircraft identification) THIS IS (name of radar site), (instructions)"
   The instructions will normally consist of one of the following:
   (a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
   (b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
   (c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
   (d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
   (e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
   (a) radio contact with the director is lost.
   (b) notified by the radar director that radar contact has been lost.
   (c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

INSTRUMENT LANDING SYSTEMS

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	BC-restricted
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN		273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7,243.0 122.2;382,255.4	(3),# 255.4,257.8,122.2	
(1)Huntsville	BVOR	HSV	112.3V;121.5,126.3,126.7,126.18,243.0,229.4		122.1,#
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3),#	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)	269	118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,348.6	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4 243.0	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
"Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
[redacted]					
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2,123.8, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6	(2),#,122.6	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1)Modesto ATCS-Stockton	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME -
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(22 Jan 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino,	HZ	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	HW	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0	3023.5;122.7,# 269.4,284.6,290.3	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	522		
San Rafael,	MH	HAP	219		
Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
[redacted]	[redacted]	[redacted]	[redacted]		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	*TVOR	DCA	110.6		
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,	(2),# 271.2,343.6,348.6	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2	#	
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4,391	(3),#	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;254; 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,362.3	# (on req 120.5,124.0, 124.4)	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	VORW	NZC	117.4		
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.8,120.9,121.5,269.0,311.8	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),#	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.2,257.8,3486	(2),#	(0700-2300)
Perrine ATCS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St.Augustine Fairchild	CI		272;126.18	3023.5;#, 122.5	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3,257.8	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0,3486	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(22 Jan 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 348.6,243.0,271.2,290.8,338.2,343.6	(2),#	
"				118.9,120.3,121.5,323.0,243.0	
" NAS	Center		120.3,132.8,118.9,301.4,348.6,353.7,301.4,307.9,324.7,353.7,360.6		
	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5,
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378,385.4	
"	Center		124.5,120.9,301.4,125.1,123.7,123.9,124.7,124.3,119.7,250.2,323.2,340.6,353.9,		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
(1) " "	TVOR	ORD	108.4		
	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 123.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,34&6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18, 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(22 Jan 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,137.88,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 234.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	280		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228/A 329 N
" Arpt	C(g)		278;19.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1) Grantsville	VORW	GRV	110.4	ATCS-Morgantown, W.Va.	
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8,263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 302 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	121.5 #	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0, 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
Bemidji (S)	TVOR	BJI	111.2		Test-basis
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wk days 0 5-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126.8,348.6	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			255.4,257.8,305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.3,119.7,132.3,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	6TJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121.5,307.9,319,232.4,73.4,36	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3). #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4, 120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-0200Z)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0,301.4	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(22 Jan 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,[illegible]255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible]233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 [illegible]3486,263.0		DME
" AFB	AC(g)		278,118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4,257.8,243.0	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396,119.5,126.18,121.5,257.8,3486	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4,	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 [illegible]3486		DME
" Arpt	AC(g)		317,118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A..
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			NEW YORK		
(1)Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.6,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1)" "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,124.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
			NEW YORK		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1) Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
			NORTH CAROLINA		
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 3486,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(22 Jan 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1),req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,3014,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 2578,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,3638,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;1191,1215,2578,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;1207,121.5,126.18,2578,383.8,243.0,118.5	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,2554,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Natrona Co.	C	278	278;118.3,126.18,243.0 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 255.4,243.0	(3)	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,348.6	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN
SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman s Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Officer of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. . -. -.-. ... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier

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INTERFERENCE ON INSACS COMMUNICATIONS CHANNELS: If excessive interference is noted on INSACS VFR or UHF simplex frequencies, pilots should request the INSACS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace

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NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

(22 Jan 1957)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956 measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200.5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of at least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departure shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCE: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

✓ ATLANTA AND JACKSONVILLE ARTCC BOUNDARIES CHANGED: Effective 0001, January 10, 1957, Atlanta Center and Jacksonville Center boundaries are amended as follows: Beginning at the present bndry crossing VOR civil arwy No. 241 and Red civil arwy No. 67, 25 miles SW of the Columbus, Ga. LF rng stn, thence direct to the junction of the southern bndry of VOR civil arwy No, 134 and the eastern bndry of VOR civil arwy No. 7, thence along the southern bndry of VOR civil arwy No. 134 crossing VOR civil arwy No. 7 and Blue civil arwy No. 3, thence direct to the present Atlanta Center and New Orleans Center bndry crossing VOR civil arwy No. 115 and Blue civil arwy No. 55, sixty miles S of the Maxwell, Ala. LF rng stn.

✓ RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective February 7, 1957:

(Part 608 - Restricted Area - Amendment 184)

(1) In Section 608.20, the Sailor Creek, Idaho, area (R-254 formerly D-254), published on July 16, 1949 in 14 F.R. 4290 is amended by changing the "Controlling Agency" column to read: "Mountain Home Air Force Base, Idaho".

(2) In Section 608.45, the Boardman, Oregon, area (R-251), amended on November 2, 1955 in 20 F.R. 8211 is further amended by changing the "Time of Designation" column to read: "Continuous"

✓ ON-REQUEST REPORTING POINT: The following on-request reporting point is cancelled and shall become effective February 12, 1957:

(1) DISTRICT, D.C. VHF INTSXN - the intsxn of the 110° mag radial of the Herndon, Va. VOR and the 023° mag radial of the Washington, D. C. TVOR.

✓ INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

✓ TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 8 - Loran Data - Correct Nantucket, R. I. to read: Nantucket, Mass.

(2) Page 24 - Wichita, Kans. Correct WB telephone number to read: WHitehall 3-1171*.

(3) Page 26 - Cincinnati, Ohio - Add WB telephone number to read: DUnbar 1-6706*.

(4) Page 104 - (Ground) Hobbs, N. Mex., Lea County Arpt. Add VOR rcvr check point: 241°; on middle air carrier ramp.

(5) Page 106 - (Ground) Roswell, N. Mex. Add VOR rcvr check point: 027°; on SW runway intersection runways 12-30.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Cleveland	Chicago Local	WAC 307
Huntington	RC 2211	WAC 308
Nashville	RC 2215	WAC 360
New York		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Albany	1-8-57	San Juan Lcl	1-14-57	WAC 217	1-7-57
Green Bay	1-7-57	WAC 77	1-7-57	WAC 267	1-14-57
				RC 2218	1-10-57

Instrument Flight Charts
released since Dec. 31, 1956

AL 139 RNG	Port Erie Arpt, Pa.	AL 184 ADF-1	Toledo Express Arpt, Ohio
AL 146 RNG	Lawson AAF, Ga.	AL 184 ADF-2	Toledo Express Arpt, Ohio
AL 173 RNG	Grand Island Arpt, Nebr.	AL 243 ADF	Macon (Cochran) Arpt., Ga.
AL 196 RNG	Houlton Arpt, Me.	AL 326 ADF-1	Allegheny Co. Arpt, Pa.
AL 200 RNG	Hutchinson Arpt, Kans.	AL 326 ADF-2	Allegheny Co. Arpt, Pa.
AL 243 RNG	Macon (Cochran) Arpt, Ga.	AL 327 ADF	Pocatello Arpt, Idaho
AL 261 RNG	Millinocket Arpt, Me.	AL 395 ADF	Sioux City Arpt, Iowa
AL 315 RNG	Pembina Arpt, N. Dak.	AL 516 ADF	Raleigh-Durham Arpt, N.C.
AL 322 RNG	Sky Harbor Arpt, Ariz.	AL 518 ADF	Capital Arpt, Ill.
AL 326 RNG	Allegheny Co. Arpt, Pa.	AL 626 ADF	Boston-Bedford Arpt, Mass.
AL 327 RNG	Pocatello Arpt, Idaho	AL 648 ADF-2	Tri-City Arpt, Mich.
AL 333 RNG	Green Arpt, R. I.	AL 657 ADF	Gooding Arpt, Idaho
AL 336 RNG	Loving Field, Va.	AL 673 ADF-1	Warren Co. Arpt, N.Y.
AL 346 RNG	Reno Arpt, Nev.	AL 861 ADF	Jackson Arpt (Reynolds), Mich.
AL 350 RNG	Lobb Field, Minn.	AL 901 ADF	Grider Field, Ark.
AL 360 RNG	(NAS) Mun Lambert-St. Louis, Mo.	AL 69 VOR	Burlington Arpt, Iowa
AL 365 RNG	Salt Lake City Mun #1, Utah	AL 184 VOR	Toledo Express Arpt, Ohio
AL 383 RNG	Scottsbluff Arpt, Nebr.	AL 187 VOR	Harrisburg State Arpt, Pa.
AL 427 RNG	Trinidad Arpt, Colo.	AL 254 VOR	Key Field, Miss.
AL 492 RNG	Gila Bend AF Aux, Ariz.	AL 322 VOR	Sky Harbor Arpt, Ariz.
AL 518 RNG	Capital Arpt, Ill.	AL 326 VOR	Allegheny Co. Arpt, Pa.
AL 522 RNG	Barre-Montpelier Arpt, Vt.	AL 327 VOR	Pocatello Arpt, Idaho
AL 790 RNG	Imperial Co. Arpt, Calif.	AL 346 VOR	Reno Arpt, Nev.
AL 87 ILS	Peterson Field, Colo.	AL 350 VOR	Lobb Field, Minn.
AL 89 ILS	Columbia Arpt. S C	AL 360 VOR	(NAS) Mun Lambert-St. Louis, Mo.
AL 184 ILS-1	Toledo Express Arpt Ohio	AL 365 VOR	Salt Lake City Mun #1, Utah
AL 184 ILS-2	Toledo Express Arpt Ohio	AL 492 VOR	Gila Bend AF Aux, Ariz.
AL 239 ILS-1	Standiford Field Ky	AL 518 VOR-1	Capital Arpt, Ill.
AL 243 ILS	Macon (Cochran) Arpt. Ga.	AL 518 VOR-2	Capital Arpt, Ill.
AL 327 ILS	Pocatello Arpt, Idaho	AL 620 VOR	Philip Billard Arpt, Kans.
AL 516 ILS	Raleigh-Durham Arpt N.C.	AL 875 VOR	Sidney Arpt, Nebr.
AL 518 ILS	Capital Arpt Ill	AL 901 VOR	Grider Field, Ark.
AL 626 ILS	Boston-Bedford Arpt. Mass.	AL 905 VOR	Richards Field, N.Y.
AL 48 ADF	Billings Arpt Mont	AL 928 VOR	Easterwood Field, Tex.
AL 87 ADF	Peterson Field Colo	AL 980 VOR	Hanksville Arpt, Utah

RF 2, 5, 9, 10
RF Terminal Area - Miam
RF-VOR Terminal Area At [illegible] San Antonio, San Francisco-Oakland, Shreveport
RF Dates of Latest Prints

NEW CHARTS

AL 245 ILS-2	Truax Field	Madison, Wisconsin
AL 702 ADF	Findlay Airport	Findlay, Ohio
AL 166 VOR	Chicago Intnl (O'Hare) Arpt	Chicago, Illinois
AL 702 VOR	Findlay Airport	Findlay, Ohio

DISCONTINUED CHARTS

AL 622 RNG	Pounds Field	Tyler, Texas

MINIMUM RECEPTION ALTITUDE DATA OFF-SHORE ROUTES

NOTE: The following data list the altitudes over the routes and MRA at certain intersections at which flights would have acceptable navigation signal. They are furnished as information for flights navigating by reference to the listed VOR stations. Where charted they should carry a notation to this effect.

FROM	TO	MEA
*Dolphin Int, Fla.	Guppy Int, Fla.	2000
*Dolphin Int, Fla.	Perch Int, Fla.	7500
*7500 - MRA		
	Control 1036	
Golden Beach Int, Fla.	Guppy Int, Fla.	1500
Guppy Int, Fla.	West Palm Beach, Fla. VOR	1500
	Control 1132	
*Shark Int, Fla.	**Tarpon Int, Fla.	14,000
*Shark Int, Fla.	West Palm Beach, Fla. VOR	6000
*14,000 - MRA		
**7000 - MRA		
	Control 1150	
*Barracuda Int, Fla.	**Snapper Int, Fla.	15,000
*Barracuda Int, Fla.	Wilmington, N.C. VOR	15,000
*15,000 - MRA		
**8000 - MRA		
Bonita Int, Fla.	*Tarpon Int, Fla.	7000
*7000 - MRA		
Bonita Int, Fla.	West Palm Beach, Fla. VOR	1600
*Snapper Int, Fla.	**Tarpon Int, Fla.	8000
*8000 - MRA		
**7000 - MRA		
	Control 1163	
*Snapper Int, Fla.	Vero Beach, Fla. VOR	6000
*8000 - MRA		
	Control 1386	
*Barracuda Int, Fla.	Maytown Int, Fla.	14,000
*15,000 - MRA		
	Control 1389	
Bonita Int, Fla.	*Perch Int, Fla.	3500
*Perch Int, Fla.	Pompano Int, Fla.	4000
*4000 - MRA		

AIRMAN'S GUIDE CORRECTION:

Correct Airman's Guide, Volume 11, Number 22, dated January 8, 1957, as follows:

(1) Page 4 - VOR Civil Airway No. 38: Delete MEA's between Iowa City, Iowa VOR and Joliet, Illinois VOR.

(2) Page 4 - VOR Civil Airway No. 60: Correct MEA from Pleasant Hill, N. Mex. Intsxn to Farwell, Tex. Intsxn to read: 13,000'.

(3) Page 5 - Seattle-Salt Lake City Center ATC Boundary: Correct boundary description to read: "From 45° N 115° W south to 42° N 115° W; thence west along 42° N to intersect the present boundary.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. About Feb 11, VOR will be shut down until approx Feb 25. (1-3)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg, test basis only, at lat 33-40-11, long. 86-58-58, about 10 n mi NW Birmingham Mun arpt. (12-14)

BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clock wise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-BATES FLD-TWR: Nov 7, ILS lclzr and glide slope shut down - severe bends. FLD: Due space shortage, all transient and lcl acft not permitted parking space on Admin Bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft lndg and taking-off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. E/W rnwy clsd to all military acft - const. Easternmost 5000' avail days, easternmost 6000' avail sunset-sunrise to civil acft. Western end mrkd by flags-days, lgts-ngts. (5-15)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling glider daylgt hrs. (11-8)

ARIZONA: AJO ARPT: Bcn and lgts inoperative. (6-18)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi;090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

GRAND CANYON (S. RIM) ARPT: Due weather conditions, clsd until April 1, 1957. (12-26)

PHOENIX-PARADISE ARPT: Open on racing days only. (1-15)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185° 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution - puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)

TUCSON-RADIO: VOR/DME coverage 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'.

ARIZONA: TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF steers unrel beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**TUCSON-GILPIN ARPT: Effective Jan 31, arpt will be permanently clsd. (1-15)

WINSLOW-RADIO: Dec 11, VOR shut down until approx Jan 25, During shut down following arwys will not be usable: V-12 and 12N Prescott, Arix-Zuni, N. Mex. V-95 Phoenix - Winslow usable, substituting Winslow LFR for VOR, MEA 11,000'. (1-12)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA: (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

ARKANSAS: FLIPPIN-RADIO: About Jan 28, 1957, VOR will be shut down until approx April 1. (12-11)

HARRISON ARPT: Fld clsd ngts.

**PARIS ARPT: Abandoned. (12-6)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. About Jan 28, VOR will be shut down until approx March 28 - relctd lat 33-30-50, long. 94-04-20. (12-28) VOR flgts authorized to use TXK LFR in lieu of VOR. (1-3)

CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys.

BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25n mi 180°-200°; 30 n mi; 280°-300°, 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CAMARILLO-RADIO: All courses a have multiples. (6-17)

CRESENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Clsd. (8-30)

EL CENTRO-RADIO: About Jan 14, VOR will be cmsnd. Freq: 113.9 mc. Ident: ELC.

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

**GLENDALE-GRANDE CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

**INDEPENDENCE-INYO COUNTY ARPT: Abandoned. (1-2)

KLAMATH-McBETH ARPT: Clsd. (6-13)

**LA MESA-SWEETWATER ARPT: Abandoned. (1-5)

**LIVERMORE-DOW ARPT: Permanently clsd - land diverted to farming. (12-19)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

★LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) Jan 16, Surveillance apch radar cmsnd. (1-16) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1)

LOS ANGELES-RADIO-SPECIAL NOTICE: July 3, transcribed weather bdcasts oper test. basis. Hrs opern: 0800-1800. Manual bdcast continues on VOR and both VOR & LF combined. (7-16)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip. on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E bound from Malibu intersection in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at aprt should avoid apch areas to W and E below 3000' in VFR weather.

CALIFORNIA: Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt, or between LF rng and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than one and one-half mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. (12-3)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700. Touch and go lndgs prohibited on Sat and Sun after 1300. (11-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500 ft will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°,17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.(8-20)

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3,4, & 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°,26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th fighter interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD AFB-RADIO: USAF VHF/DF unreliable below 12,000' within 50 n mi. (4-20)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

****SAN ARDO #2 ARPT: Abandoned. (12-28)**

SAN CARLOS-SAN MATEO COUNTY ARPT: Mound of dirt adj taxiway at N end has barricades and lgtd with flares. (1-18)

CALIFORNIA: ****SAN DIEGO-SPECIAL NOTICE: Effect Jan 25, 1957 the San Diego Offshore Warning Area W-291, is re-established in the following described area: beginning at lat 33-10-00, long. 117-30-00; thence to lat 32-49-00, long. 117-20-30; lat 32-42-30, long. 117-44-00; 32-33-00, 117-40-00; 32-40-00, 117-15-30; 32-31-30,117-10-30; 32-31-30, 117-30-00; 32-13-00, 117-30-00; 32-13-00, 117-12-00; 29-35-00, 115-57-00; 29-35-00, 118-10-00; 24-00-00, 125-00-00; 27-30-00, 127-10-00; 30-40-00, 120-50-00; 30-50-00, 120-40-00; 31-50-00, 119-42-00; 32-09-30, 119-42-00; 33-18-00, 118-28-00, to point of beginning.**

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

SAN FRANCISCO ARPT-TOWER: Jan 7 radar shut down until approx Jan 22 - modification.

**** FLD: 190' (1412'MSL) lgtd twr erected 5.8 n mi NW (323°T) at lat 37-41-21, long. 122-26-12.**

SAN FRANCISCO CAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

★SAN JOSE-RADIO: Jan 18, TVOR cmsnd. Freq: 108.2 mc. Ident: SJC. Monitor. category (3). Lctd lat 37-21-24, long. 121-55-32. Elev: 55' MSL. (1-17)

****SAN LUIS OBISPO, SITE 16, LA-SF-COAST: January 18, beacon site located 4 mi NE re-cmsnd; ident 12 clear flashes per min with red course lgts flashing dash dot dash.**

SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt. Land at own risk.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA BARBARA ARPT: Taxiway 4 closed - obstruction lighted at night. (1-9)

SANTA MONICA-RADIO: TVOR radials 030°,075°,210°,260°, and 323 ° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Cautuion - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily xcpt Saturday and Sunday. Acft utilizing Stockton rdo rng for simulated rng apchs-exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy - 3200' lgts -BL4; fuel - F2.

COLORADO: **CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk.**

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)

PUEBLO-SPECIAL NOTICE: Ordnance deport approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

CONNECTICUT: **BRIDGEPORT-RADIO: Z marker very weak. (10-13)**

HARTFORD-BRAINARD FLD: Dike apch lgts to rnwys 2, 20, 23 resume normal opern. Other section of dike unlgtd. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (12-27)

NORWICH-RADIO: Jan 8, VOR shut down until approx Feb 2, modernization. (1-8)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Closed until Jun 1, 1957. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270° - 285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. (1-5)

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2mc and 362.3mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL AIRPORT: USAF, NAVY,, COAST GUARD: Closed to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20). Slopeline apch lgtg sys serving runway 36 decomsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000 ft from runway pavement out into apch. Sys consists of green lgts across runway at threshold, a red bar lgt on each side of runway 100 ft from pavement, a red crossbar 50' long on runway centerline 200 ft from pavement, 28 clear bar lgts on runway centerline at 100 ft spacings starting 300 ft from pavement and a clear crossbar 100 ft long on runway centerline 1000 ft from pavement. Intensity of lgts controlled by ctl twr as required by prevailing vsby cnds. (12-19)

FLORIDA: BARTOW AIR BASE: AF Primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200'(346'MSL) lgtd steel stack being erected 1.3 n mi E.

CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontd.

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° & 299° usable all other courses unusable, acct of roughness and scalloping. (1-3)

DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. (1-28) Due to temp shutdown, temp MEA V3-Vero Beach to over Daytona Beach 5500'. MEA Daytona Beach to Jacksonville 4500'. V-152 Orlando to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach unusable.

HOMESTEAD AFB-SPECIAL NOTICE: Caution-extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unuseable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all ngt operns. (8-13)

KEY WEST-INTERNATIONAL ARPT: Rnwy 16-34 clsd. Rnwy 8-26 temp clsd. Caution advised rnwy 9-27 due ditches and large piles of dirt both sides of rnwy. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Radio. Men and equip on fld. No ngt operations. (12-14)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, & other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L & 8L-26R.

✱MIAMI-RADIO: N course LFR realigned from 163° to 136°. Flgt-checked, courses correctly aligned. (1-16)

MIAMI INTERNATIONAL ARPT -SPECIAL NOTICE: All flgts operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTERNATIONAL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types; when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical approaches prohibited. Men and equip. working 400 ft. S of rnwy 9L-27R constructing parallel taxiway. (11-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

PANAMA CITY-FANNIN FLD: Caution-soft shoulders. Men and equip. adj rnwys. (10-8)

**PUNTA GORDA-CHARLOTTE CO. ARPT: 253'MSL lgtd twr erected 8.6 n mi N(15°T) at lat 27-04, long. 81-57. (1-10)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

**TALLAHASSEE-DALE MABRY ARPT: 380'MSL lgtd twr erected 3.4 n mi E(91°T) at lat 30-26-32, long. 84-16-47. (12-19) Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

**TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

GEORGIA: ALBANY-RADIO: About Feb 11, 1957 VOR will be shut down until approx Apr 25.. During VOR shutdown flgts cleared on V-arwys shall use direct courses between Albany LF rng and next VOR fix. MEA V-35 Tallahassee-Albany 1600'; other MEA's as charted. Red Dog Int unusable. Aircraft equipped VOR only require MEA 4000' on V-35 Tallahassee-Macon; 10,000' on V-97 Atlanta-Albany. V-159 Albany-Cross City, Florida unusable.

ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18mc for Advisory Info. If unable to contact Turner twr contact Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

**AMERICUS-SOUTHER ARPT: 108' lgtd twr erected approx 10.5 n mi WNW. (12-24)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance account bends and roughness.

ATLANTA ARPT: Arriving acft make initial contact with Atlanta Approach Control on 120.7 mc regardless of weather or flight plan. Aircraft not equipped for 2-way commun on 120.7 mc will use other available frequency. (3-6) Rnwy 33R-15L clsd. (4-21) Rnwy 27R-9L open daylight hours only for acft 10,000 lbs and under, and full responsibility of use is in the pilot. (11-14)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: Caution- all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 nautical miles at minimum en route altitude. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

**SWAINSBORO-LINDSEY ARPT: ABANDONED. (12-7)

GEORGIA: SWAINSBORO-THOMPSON ARPT: Closed - new runway under construction.

**THOMASVILLE MUN ARPT: 439'MSL lgtd twr erected 18.5 n mi SSE(158°T) at lat 30-32-41, long. 83-52-21. (12-19)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop, (6-29)

TWIN FALLS-RADIO: VOR radials 115 to 150° usable dist lmtd to 35 mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°.

CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: From Feb 7 thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15)

**CHICAGO-SPECIAL NOTICE: 22 telephone poles, 24' to 34' high, erected in the Pinehurst Subdivision approx 600' S of Glenview Naval Air Station. (1-31)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

**CHICAGO-ELMHURST ARPT: Closed - land use changed. (4-2)

CHIGAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1)Wind 90° to rnwy 15 knot or more to acft 1500 lbs or less. (2) Wind 90° to rnwy 20 knot or more to single-engine acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy 25 knot or more to all acft. Hrs of operns 0600-2200 daily. (1-9)

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20 mi all azimuths, beyond 9 mi. 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. (8-24)

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single enf acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.

CHICAGO-O'HARE INTERNATIONAL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs & parked acft center taxiway to ramp & black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landings and take-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000' MSL. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld. (10-11)

DIXON ARPT: Under const - open trenches along runway. Lgtg under const. (10-16)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended daylgt working hrs. Land at own risk. (9-17)

GILMAN ARPT: Closed. (10-11)

HARVEY-RUBINKAM ARPT: 16 pole utility line 25' above ground being erected 250' N.

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmand Aug 13. (8-13)

ILLINOIS: JOLIET ARPT: About March 3, work will start on extending 3 existing steel stacks and construction of one new stack 450' above gnd(965'MSL) lctd 2 mi SE-lgtd.

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

**LINCOLN ARPT: Reverted to private arpt. (1-11)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MACOMB ARPT: Operated on limited status until April 15, 1957. (11-29)

**MATTOON-COLES COUNTY MEMORIAL ARPT: 24-hr service avail. with 80,91, and 100 oct fuel. SW/NE rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-RADIO: Jan 10, VOR/DME shut down until approx Feb 18. (1-15) Durg shutdown following MEA's can be used: V6, V8: Iowa City, Ia VOR to Int IOW 072R and BRL 021R 3400'; Int IOW 072R and BRL 021R to Shabbona, Ill., Int 17,600'(MRA 2500' utilizing Naperville 267R and Janesville 165R); Shabbona, Ill., Int to Naperville, Ill., VOR 2100' Westbound on arwy from Shabbona, Ill., Int climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. Eastbound on arwy from IOW VOR climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. If overflight not anticipated, 3400' can be utilized between Iowa City VOR and Int IOW 072R and BRL 021R. Direct Routes: Iowa City VOR to Moline LFR 2000'; Moline LFR - Naperville LFR 2300'; Moline LFR - Polo VOR 2200'; Burlington VOR - Moline LFR 2300'. (12-18)

MT. VERNON ARPT: Work in progress daylight hrs. NE/SW and E/W rnwys clsd - no lgts avail. until April 1. (1-2)

OAKLAWN-HARLEM ARPT: Reported abandoned. (10-22)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordiantion with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: About Feb 4, VOR will be shut down until approx March 18. Durg this period the following MEA s can be used: V116:Excello, Mo., Int (Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn (MCA V52 2600' northwest) 2000'; Quincy rbn(MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn (MCA 2600' V52 northwest) to Burlington VOR 2600'; V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn (MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000' (MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (1-9)

ROCKFORD-RADIO: About March 12, VOR will be cmsnd. Freq: 116.5 mc. Ident: RFD. Monitoring category (1). Lctd lat 42-14-60, long 89-13-16. Class: BVOR. (1-15)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)

SPRINGFIELD-RADIO: Nov 13, VOR shut down until approx Feb 7, 1957 - modernization.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

**ANGOLA-TRI-STATE ARPT: 341'(1351'MSL) lgtd twr erected 6.5 n mi ESE(134°T) at lat 41-33-50, long. 84-59-01. (12-14)

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

FORT WAYNE-BAER FLD-TOWER: Aug 20, ILS glide slope shut down. (10-9) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - night operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and closed during runway lighting construction. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

INDIANA: GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

HUNTINGTON-SCOTT RANCH ARPT: New arpt reported - Location 6 mi SSE; Elev. 816'; No. of rnwys: 2; Longest rnwy & facs: 22-L4; Fuel octane 87. (12-13)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR-COOK ARPT: 150' (864' MSL) lgtd twr being erected 2.3 n mi ENE (70° T) at lat 39-44-20, long. 86-13-33. All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn. (10-25)

KENDALLVILLE ARPT: 341' (1325' MSL) lgtd twr being erected 10.5 n mi SW (236° T) at lat 41-22-00, long. 85-27-22. (12-31)

**KNOX-STARKE CO. ARPT: 291'(1032' MSL) lgtd twr erected 7.8 n mi E (111° T) at lat 41-14-00, long. 86-28-40. (1-2)

**LAFAYETTE-PURDUE UNIVERSITY ARPT: Formerly carried under West Lafayette.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MENTONE ARPT: 329' (1157' MSL) lgtd twr being erected 9.1 n mi N (08° T) at lat 41-18-10, long. 86-01-35. (1-3)

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW. Lat: 39-34-40, long. 85-48-00. Elev: 800'. No. of rnwys 2. N/S rnwy 2640', E/W rnwy 3460'. Surface: sod. Minor and maj. repairs. 80/87 fuel. Opern from sunrise-sunset. 30'p-line N,E, W.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-RADIO: About Feb 4, VOR will be shut down until approx April 4. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000'; Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW course IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months.

**DES MOINES ARPT: Rdo rcvr capable of rcvg twr commun required for all itinerant acft. Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

ELKADER-MEYER ARPT: Unattended during January. Land at own risk. Fuel avail. by contacting first farm N of fld. (12-22)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Feb 8 - modernization.

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

GARDEN CITY-RADIO: Oct 29, VOR shut down until approx Jan 29. (12-27)

GREAT BEND ARPT: 205' (2045' MSL) lgtd twr being erected 6.4 n mi ENE (73° T) at lat 38-22-53, long. 98-44-06. (12-13) Navy lndg and take-off practice by P2V and SNB acft 0700-1700 Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

OSBORNE ARPT: Strip lgts inop.

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL-RADIO: Jan 4, VOR/DME shut down until approx Feb. 4 - modernization.

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 marked.

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

★TOPEKA-PHILIP BILLARD ARPT-TOWER: Jan. 15, at 0800 Approach Control moved to Olathe Radar fac Olathe, Kans. Class: C(g). Jan 15, Olathe CAA Radar Approach Control cmsnd and has radar approach control and lmtd radar Departure Service to Olathe NAS, Grandview AFB, Philip Billard Arpt and Forbes AFB, Topeka, Kans. The Olathe RAPCON transmit on 132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, and 243.0 mc. The RAPCON receives on 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0 mc and 3023.5 kc. (1-14) About Feb. 1, freq 137.88 mc will be changed to 126.18 mc. (1-15) FLD: Construction in progress W side of N taxiway N of hangar line, also from S edge of SW ramp and taxiway to and including 600' of apch end of rnwy 4. Rnwy 4 clsd for lndg, usable for take-off and taxi only, xcpt for first 600'. Rnwy 22 clsd for lndg and take-off, usable for taxiing. Excavation area lgtd ngts, flagged days. Use rnwys only. (12-3)

WICHITA ARPT: About Jan. 31, 80' (1390' MSL) lgtd twr will be erected 1.0 n mi NNE (29° T) at lat 37-40-15, long. 97-25-00. (1-7) Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote, lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions contact Wichita Approach Control for tfc clearance prior to entering control zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channel. (8-20)

KENTUCKY: CORBIN-RADIO: VOR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn.

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky), plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to control traffic on ramp area adjacent to Terminal Building from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-BOWMAN FLD: Due to non-visibility tower unable to control traffic on first 150' runway 6 and outer 150' of the wide NE ramp next to hangar line and in traffic pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. (9-24) FLD: Account smoke from factory, tower unable to observe approach to and end of runway 1. Runway 1-19 closed, approach light system shut down for runway extension. Equipment on field; construction. E end runway 24, ends of rnwys 6, 11 and 29. (9-6)

KENTUCKY: ★OWENSBORO-DAVIESS COUNTY ARPT-RADIO: Dec 28, 1956, privately owned TVOR cmsnd. Freq: 109.6 mc. Ident: OWB. Monitor catg. (3). Lctd on arpt at lat 37-44-36, long. 87-10-01. Voice call: "Owensboro TVOR," voice avail 0800-2000.

PADUCAH-RADIO: VOR shut down until approx Feb 4 - modernization. (1-9)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots marked with red flags. (5-4)

**LAFAYETTE ARPT: 188' MSL twr lctd 3.1 n mi NW (299°T) at lat 30-13-50, long. 92-02-45 dismantled. (12-28)

LAKE CHARLES-RADIO: ILS lclzr and glide slope inop. (12-12)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000'MSL, V-18 N Shreveport to Monroe 2500'MSL, V-18 Monroe to Jackson, Miss. 1600'MSL, V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-339° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1)

**SHREVEPORT-DOWNTOWN ARPT: 207' lgtd twr erected 1.8 n mi WNW (300°T) at lat 32-33-21, long. 93-46-42. (1-14)

WELSH ARPT: E/W rnwy clsd ngts. Bcn inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: Open to ski operns only. (1-11)

**HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. 105' (894'MSL) lgtd rdo twr lctd 5000' SE (135°T) of center of arpt.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3) Rnwy 16-34 not plowed during winter months. (12-3)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

BALTIMORE-FRIENDSHIP INTNL ARPT-TOWER: About Feb 4, ILS glide slope will be shut down until approx Feb 14 - modification. (1-4)

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 octane gasoline; radio freq 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100°-160° and from 220°-320°. (1-5)

MARYLAND: HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail at pilots' discretion.

INDIAN HEAD-SPECIAL NOTICE: The controlled firing area described below be established for use by the Dept of Navy. Name: Indian Head, Md., Controlled Firing Area. Description: 1000 yd radius of lat 38-32-40, long. 77-14-36. Altitude: Surface to 1500 ft. Activities conducted: Demolition. Time of Use: 0800-1130 Mon-Fri - holidays excluded. Controlling Agency: C. O. Stump Neck Annex, Naval Powder Factory, Indian Head, Md. Effective date: January 25, 1957. Activites be conducted in accordance to the applicable portions of the Airspace Terms of Reference and Procedures Manual and that non-fragmentation charges will present no hazard to acft and a safety officer will be on duty at all times when firing is being conducted to assure that firing will cease when acft are approaching the area. Weather reports will be obtained from MCAS, Quantico, Va.

LAYTONSVILLE-DAVIS ARPT: Ctn - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev: 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane gasoline; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

SALISBURY-DELMARVA ARPT: Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane gasoline; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BERKLEY-MYRICKS ARPT: Skis only. (12-29)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jet fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: About Feb 3, PAR-1 will be shut down until approx Mar 1. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft of 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lights lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equip. working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Soon additional lgts will be added to existing apch lgtg sys serving rnwy 4R. Complete sys will then consist of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Optn of lgts is determined by prevailing wea conditions and is controlled by twr. (12-5) First third rnwy 4R reported uneven by pilots of hi-speed and hvy acft - ctn advised.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALL RIVER ARPT: Skis only. (12-29)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-26)

GARDNER ARPT: Skis only. (12-29)

MASSACHUSETTS: MANSFIELD ARPT: Skis only. (12-29)
MARSHFIELD ARPT: Unattended for private use until March 1, 1957. (11-20)
NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15, 1957.
**NANTUCKET SHOALS-SPECIAL NOTICE: Effect. Jan 26, 1957, the Nantucket Shoals Offshores Warning Area W-506, is re-established in the following described area: Beginning at lat 41-12-30, long. 69-40-00; thence to lat 41-08-00, long. 68-00-00; 41-00-00, 68-00-00; 39-52-00, 68-58-15; 40-11-45, 69-13-30; 40-47-00, 69-40-00; the point of beginning.
**NEWBURYPORT, BCN SITE 3: Arwy bcn was not discont Jan 18 - remains operg(1-18)
NORTH ATTLEBORO-WILKINS ARPT: Skis only. (12-29)
PLYMOUTH ARPT: Skis only. (12-29)
REVERE ARPT: Caution - const of highway near apch ends rnwys 13 and 15.(4-18)
TAUNTON-KING ARPT: Skis only. (12-29)
WORCESTER-RADIO: , January 21 , ILS glide slope shut down until approx Feb 11- relctn to 300' NE of and 1050' from SE end NW/SE rnwy. About Feb 4, lclzr will be shut down until approx Feb 11-lclzr freq change to 109.7 mc glide slope 333.2 mc. (1-21)
MICHIGAN: **ANN ARBOR ARPT: Add prefix (PC) (1-16)
BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge fld.
BELLAIRE-ANTRIM COUNTY ARPT: Closed-due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W Rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns.
BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route altitude.
**COLDWATER-BRANCH COUNTY ARPT: New NE/SW hard-surfaced lgtd rnwy 3500' x 50'. Taxi strip & ramp area hard-surfaced. Rotating bcn operd during hrs of darkness.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross & over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under construction.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Over-run S end rnwy 18L-36R clsd all tfc.
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction. (9-16)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 ruf, usable for light acft. Caution-apch end of rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on runway 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-18)
L'ANSE-MUSSY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope shutdown. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy closed.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: Nov 15, VOR shut down.
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S rnwy clsd to ngt flying.
MICHIGAN: PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 clsd due heavy snow.
PONTIAC MUN ARPT: Const W of field. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
**SAGINAW-TRI-CITY ARPT: 1056'(1647'MSL) lgtd twr erected 11.3 n mi ESE(112°T) at lat 43-28-13, long. 83-50-35. Top level lgt does not flash, but burns steadily. (1-4)
SAULT STE. MARIE ARPT: Bcn and rnwy lgts inop. All rnwys xcpt 9-27 clsd due snow.
WEST BRANCH-GENTRY'S ARPT: Caution-N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
BEMIDJI-RADIO: TVOR voice inop. (1-16)
**BRAINERD ARPT: 100 octane fuel avail. daylgt hrs. N/S rnwy open to skis only. (1-7)
**CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.
GRAND MARAIS-SPECIAL NOTICE: A temp restricted area (R-187A) effect. January 1, 1957 thru March 31, 1957 is estab. within the following area: from lat 47-26, long. 90-53; to lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and Night. This area is to be used only during VFR weather conditions. Using Agency: 31st Air Division(Defense), St. Paul, Minn. (12-5)
MINNEAPOLIS-ST. PAUL INTERNATIONAL(WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
WINONA-RADIO: TVOR unusable beyond 14 mi-course instability. (3-30)
WINONA ARPT: 205' lgtd twr being erected 4.1 n mi ESE(119°T) at lat 44-02-13, long. 91-37-09. (1-4)
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GULFPORT ARPT: USAF GCA Trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 min pat. in use. Three acft in pat. one over rnwy every four minutes. All tfc left, alt. 1000'. Exten jet lndg & take-off rnwy 14-32, unless strong cross winds involved.
**MADISON-CAMPBELL AFPT: 353'(692'MSL) lgtd twr erected 2.1 n mi WSW(244°T) at lat 32-25-45, long. 90-08-00. (1-3)
MERIDIEN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S runway closed.
**KAHOKA-MONTGOMERY ARPT: Reverted to private arpt. (1-4)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1)
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Soon trans & receiver 132.3 mc will be decmsnd. (12-20)
KANSAS CITY ARPT: Due to non-visibility tower unable to control traffic on first 200' runway 21, portions of terminal ramp, all TWA ramp and warm-up block on runway 35. Runway 17 closed. Sod areas restricted, use taxiways. Shoulder on new addition to the ramp and new taxiways soft. 70' lighted tower on new building located 1300' NE from NE end of runway 2-21. 909' MSL lighted steel truss bridge across Missouri River 700' SSE at latitude 39-07, longitude 94-35. Radio receiver required.

MISSOURI: KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contact school. Clsd to all transient civilian acft xcpt on fofficial business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST LOUIS-LAMBERT FLD: Silos and trees 1700' from apch end rnwy 30 unlgtd and unmrkd. Shoulders soft. Caution. Rnwys approaches rough and unusable. Grass area clsd. (5-25) Temp bldg 50' high lctd N end of fld approx 200' E of taxi strip 34, 600' N of taxi strip 7. (10-23)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
MONTANA: **BILLINGS ARPT: 385' (4184' MSL) lgtd twr erected 3.9 n mi ESE (124°T) at 45-46-18, long. 108-28-00. (1-10)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Fld lgts inop. (11-27)
HELENA-RADIO: VOR flgt-checked for en rout e arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as MH fac. (12-19)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outward with distance.
ST IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway clsd.
CHADRON-RADIO: About Jan 21, VOR will be shut down until approx Mar 4 - modernization. During shutdown, the following MEA'S can be used: V89, V169: Cheyenne Wyo, VOR to Porter, Wyo. Int 8000'; Porter Int to Int CYS R025 and DGW R076 12,000'; Int CYS R025 and DGW R076 12,000' southbound to Rapid City, S. Dak., VOR 9000' (descent to 9000' can be made northbound on V89, V169 after passing Int). V196: Wheatland, Wyo, Int to Int RKR R055 and RAP R175 (descent to 9000' can be made northbound on V89, V169 after passing Int.) 21,000'. (12-18)

NEBRASKA: KINBALL ARPT: No fuel avail. (12-9)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway avail. to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. About Jan 14, VOR will be shut down until approx Feb 15. During this period V-8 Las Vegas-Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 LasVegas-Milford; V-21E Las Vegas-Mormon Mesa; V-237 White Hills Int-Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable). (11-8)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition information is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: Rnwy 3-21 clsd for winter - will not be plowed. Rnwy 30 clsd to night operations due outage of lgts on high tension lines E. (12-10)
HINSDALE-BRATTLEBORO ARPT: Clsd. (5-3)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylight hours - spray equipment testing. Safety strips SW side of runway unsafe. Caution - nights - green rng lights are set so touchdown area is 300' beyond range lights SE end rnwy. (12-5)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. About Feb 15, will be cmsnd at lat 39-07-29, long. 74-45-55. (1-4)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under const with men and equip on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
**HAVERSTRAW, BCN SITE 3: Bcn site discontinued. (1-18)

NEW JERSEY: ★LAKEHURST NAS-RADIO: Navy LFR relctd: lat 40-02-42, long. 74-20-10. SW crs realigned to 60°, all other crses remain as published. (1-15)

**MILLVILLE ARPT: Peripheral taxiways permanently clsd. N/S and NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Jan 31, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5'MSL. Apch bearing: 217°. MM lctd 3547' from approach end of rnwy. Elevation 8'MSL. (4-1) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Airport. 130' cranes operg in seaport area E of apch end of rnwy 29. (8-16) On or about Feb 15, a 3000' standard hi-intensity centerline apch lgtg system configuration A serving rnwy 22 will be commissioned. (1-11)

**NEW BRUNSWICK-HADLEY ARPT: Add prefix (PC). (12-17)

**OCEAN CITY MUN ARPT: Formerly carried as Clarke Field. Enter tfc pat to W. W turns on tk-offs. Unattended Sept-May. (5-29)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOW-HOWARD SEAPLANE BASE: Const at E end of rnwy S side pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

**TETERBORO, BCN SITE 1: Operation of arwy bcn assumed by the Port of New York Authority. (1-18)

**TETERBORO ARPT: Open ditches parellel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd to lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. FEE-acft over 2500 lbs.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

★TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5kc inop until approx Mar. 2.

**Tower call: "Trenton Tower". (1-6) FLD: Acft using rnwy 24 on take-off continue straight out to Delaware Rvr before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Rnwy 2-20 clsd xcpt for emerg otherwise use as taxiway only. 800' extension to rnwy 16 unlgtd and unusable-men and equip. working in extension area. (12-3)

**WESTWOOD, BCN SITE 2: Bcn site discontinued. (1-18)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)

☆ALBUQUERQUE-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 18 freq 301.4mc cmsnd. Rcvd too late for ANRA Page.

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational but unreliable on W end of rnwy 08-26 upon request. Lndgs will not be made in overrun area and taxiing across barrier will be held to a minimum. First 2600' of rnwy 21 clsd to all lndgs. (11-30)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs(MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

NEW MEXICO: COLUMBUS, SITE 34, PHX-ELP ARPT: No aviation gasoline avail until further notice. (12-11)

CORONA-RADIO: About Jan 21, VOR will be shut down until approx Feb. 22. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 & 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 & 68N Corona-Roswell: V-83 & 83N Corona-Roswell. (1-17)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)

GALLUP- SPECIAL NOTICE: Demolition activities 9 s mi SE, Mon-Fri, sunrise-sunset.

GRANTS-RADIO: Jan 21, VOR shut down until approx Feb 21. During this period the following arwys will be affected: V-12 Zuni-Aubuquerque MEA 12,000'; V-190 Grants-Int Grants 054° radial and Albuquerque 012° radial not usable: V-192 Grants-Bernardo Int not usable. (1-21)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

LOVINGTON-LEA COUNTY ARPT: Fld open to operns with caution-men and equip on fld.

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

TRUTH OR CONSEQUENCES-RADIO: Dec 3 VOR shut down until approx Feb. 15. During this period V-19 Albuquerque-Harrington Int not usable.

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **BATAVIA ARPT: NNW/SSE rnwy permanently closed. (5-1)

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830-E, Mon thru Sat. only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip. and men adj to and on W ramp daily durg hangar const program. (10-4)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

**CANASTOTA, BCN SITE 34: Bcn site now operd by local authorities. (1-18)

ELMIRA-RADIO: Jan. 7, VOR/DME shut down until approx Feb. 15-modernization.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail for emerg. use- no snow removal. (11-29)

**GEORGE WASHINGTON BRIDGE, BCN SITE 1: Operation of arwy bcn assumed by the Port of New York Authority. (1-18)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 nautical miles; 75°-50°, 26 nautical miles at minimum en route altitude.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip. on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

MASSENA-RICHARD S ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchell AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200'MSL, weather permitting. This applies to New York International (Idlewild)Arpt; La Guardia Fld, New York, and Newark Arpt, New Jersey.

NEW YORK: NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About Jan 21, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Lctd 300' SE of centerline of NE/SW rnwy & 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61'MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75'MSL. Alt over MM 240' MSL; OM 1500'MSL. Concurrently with cmsng of ILS, Elmont FM on back course ILS serv rnwy 4, will be decmsnd. (1-4) FLD: Lndgs & take-offs prohibited unless acft equipped with 2-way rdo. Clsd to fighter-type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of Arpt. Manager. Caution - used paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndgs and take-offs, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. (4-2). Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intersection with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E to 7A via taxi B. Access to gates 8A to 25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt boundary - mrkd. New exten. taxiway temp LL from rnwy 13L-31R to taxiway E open for full operation. Mrkd by delineators. Follow centerline all taxiways (10-23). Taxiway D open between CC and rnwy 13L-31R (9-21). Ext. of taxiway CC connecting taxi J and U opened (9-24). Relocated taxi CC between A and Z opened (10-21). Taxi O between taxi X and W opened (10-22). New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline (10-25). Temp taxi LL between taxi E and F opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp mrkd by delineators. Caution. Follow centerline. (11-30) About Feb 1, a centerline apch lgtg sys serving rnwy 22 will be cmsnd. Sys ext 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, red bar lgt on each side of rwny 100' from pavement, red bar lgt on rnwy centerline 200' from pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement & clear crossbar 100' long rnwy centerline 1000' from pavement. (11-13)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acftdays. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parkdd 250 ft from centerline of rnwys when not in use. (9-28) About Feb 15, combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decommissioned. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be commissioned. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operns.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying per mitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK- WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)

**PENN YAN ARPT: Add prefix (PC). (12-14)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft NEW YORK: will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equip. acft will maintain 2000'MSL until W of Arpt then let down to pat. alt.

**POUGHKEEPSIE, BCN SITE 6: Arwy bcn now operd by Dutchess County Arpt cmsnd. (1-21)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

**ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate gnd visibility of less than 3 mi and/or ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315° - 360° below 4000 feet.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end of rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat at 1879'MSL. Sod area unsafe. Rdo receiver rqrd. (12-3)

SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable. (1-7) First 1000' E end rnwy 10-28 closed; usable portion 6800'. Apch lgts inop. (6-8)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during day-lgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHERRY POINT MCAS-RADIO: Navy LFR shut down. (12-5)

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Mar. 20. Will be relctd to lat 36-15-30, long. 76-10-34. (12-5)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040° - 050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)

GREENSBORO-HIGHPOINT ARPT-TOWER: ILS lclzr and glide slope inop - excessive
** lclzr roughness. (1-15) FLD: Centerline hi-intensity apch lgt system serving rnwy 14 commissioned 12-20-56. System extends 3000' from rnwy pavement out ino apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Ground checked only.

HICKORY-RADIO: About March 1, 1957, VOR will be cmsnd at lat 35-52-19, long 81-14-19.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. No fuel, servicing, telephone facilities until after March. (1-10)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance account roughness and bends. (11-1)

RALEIGH DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WEEKSVILLE NAF-RADIO: Navy rng voice inop. (1-10)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

NORTH CAROLINA: WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to rnwy 9. (8-1)

NORTH DAKOTA: FARGO-RADIO: Oct 8, VOR/DME shut down.

FARGO-HECTOR FLD: 200' (1268' MSL) unlgtd twr erected 24.2 n mi W (270° T) at lat 46-55-07, long. 97-24-23 and being dismantled approx Jan 27, 1957. (12-12) 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center of E side. (6-6) Stacks of drainage tile 300' W of rnwy 17-35.

JAMESTOWN ARPT: About Jan 27, 200' (1685' MSL) lgtd twr will be erected 13.9 n mi ESE (113° T) at lat 46-50-14, long. 98-22-24 and being dismantled approx Feb 10, 1957. About Feb 3, 200' (2145' MSL) lgtd twr will be erected 18 n mi NW (300° T) at lat 47-04-55, long. 99-03-04 and being dismantled approx Feb 10. (12-12)

**MAYVILLE ARPT: 200' (1175' MSL) lgtd twr erected 7.5 n mi NE (30° T) at lat 47-35-59, long. 97-14-01. (1-3)

VALLEY CITY ARPT: 200' (1661' MSL) lgtd twr being erected 3.9 n mi ENE (89° T) at lat 46-56-17, long. 97-55-24 and will be dismantled approx Feb 3. (12-12)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT-TOWER: About Feb 1, trans and rcvr 126.18 mc will be decmsnd and 142.74 mc will be cmsnd. (1-16) FLD: Due to non-visibility twr unable to control tfc SSW airdock on apch to rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron,, Ohio acrobatic -- camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

APPLETON-RADIO: About Feb 1, VOR ident will be changed from "CMH" to "APE". (1-11)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CINCINNATI-RADIO: VOR has light to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No. 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and takeoff instructions. Use rnwys only unless otherwise authorized by twr.

CLEVELAND-RADIO: DME coverare 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200 ft N of present rnwy. Contact CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

**COLUMBUS-OHIO STATE UNIVERSITY ARPT: Add prefix (PC). (12-14)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SE of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visiblity twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip. on field. (7-2)

OHIO: DAYTON-RADIO: VOR has moderate roughness [illegible] DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during per-period of interference.

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operas. Radio rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Construction area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable fot touch down. Lndg should be made beyond green threshold lgts. End of pavement and beginning of construction areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for day-lgt opern. (1-7)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip. on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. (12-6)

**MANSFIELD ARPT: 100' (1419' MSL) lgtd twr erected 3.1 n mi SE (136° T) at lat 40-47-20, long. 82-27-15. (12-19)

PORT CLINTON ARPT: Const 400 ft gravel extension N end rnwy completed. Caution durg wet thawing wea. Extreme edges 40 ft wide extension soft in spots. Enwy 2180 ft hard surface; 150 ft stone S end, 400 ft stone N end, approx 950 ft sod over-run beyond stone N end. Soft sod areas durg wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mi at lat 41-20-33, long. 82-42-33.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Const in progress on 850 ft extension NE end and 950 ft SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of thershold markings. Areas flagged. 5200 ft usable. (10-31)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25). UHF/DF unreliabel below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Range. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

CLAREMORE-WILL ROGERS FLD: Bndry lgts inop. (6-11)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

GUYMON ARPT: N/S rnwy closed - due const. Caution - equip. on fld. (10-31)

**NORMAN-WESTHEIMER ARPT: 80, 87 and 100 octane gas avail. (12-14)

OKLAHOMA: NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH, SITE 73, RIV-DLS ARPT: Clsd. Soft and S end flooded. (12-12)
BEND-STEARNS ARPT: Closed durg winter - due snow. (12-7)
CRESCENT LAKE-JUNCTION ARPT: Closed durg winter-due snow. (12-7)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed on end rnwy 16 reducing usable length 100'. Partial grading for 1500' exten N end rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from Adm Bldg to SE end of fld clsd and hazard mrkd. (11-19)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKE O'WOODS ARPT: Closed dur g winter -due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Closed durg winter - due snow. (12-7)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**PORTLAND INTN'L ARPT: 746' MSL lgtd twr erected 5.0 n mi SE (159°T) at lat 45-30-01, long. 122-33-11. (1-14) Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
**SPRINGFIELD ARPT: Add prefix (PC). (12-14) Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discont. (10-8)
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and const in progress in areas adj to rnwy. Equip occasionally cross rnwy. Areas mrkd. (12-27)
PENNSYLVANIA: BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.
CHAMBERSBURG-SUNSET ARPT: Effect. Feb 28, arpt will be closed perm. (12-3)
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const to Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000';210°-240°,35 n mi at 5500';240°-280°,39 n mi at 5500';280°-310°,26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°,17 n mi at 4000'350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strip serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

PENNSYLVANIA: POTTSTOWN-RADIO: VOR MRA 3000'MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000';120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000';335°-005°, 26 n mi at 4000';.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
**THOMASVILLE-YORK ARPT: 4200' Bitumen-surfaced rnwy avail and 3000' Bitumen-surfaced lgtd. Use hard surface. (12-20)
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
WASHINGTON ARPT: Clsd to transient acft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR inoperative; DME operating unmonitored - no identification. (1-21)
**CHARLESTON AFB/MUN ARPT: All acft must be equipped with functioning two-way rdo with appropriate twr frequency. (10-1) Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs-extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
COLUMBIA-RADIO: Jan 8, LFR flgt-checked, courses correctly aligned.
**COLUMBIA-OWENS FLD: 550'(970'MSL) twr 4.3 n mi N at lat 34-03-22, long. 80-58-52 dismantled. (1-8)
FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° - out of tolerance account roughness and bends. (11-5)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
**LANE, SITE 24, JXE-RIC ARPT: WNW/ESE rnwy permanently closed. (1-3)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)
SOUTH DAKOTA: ABERDEEN-RADIO: Jan 8, VOR shut down until approx Feb 20. Durg shutdown, the following MEAs are authorized: Bismarck-VOR direct Aberdeen LFR 3500'; Aberdeen LFR direct Watertown VOR 3000';Aberdeen LFR direct Huron VOR 2500'.
**ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns. (3-20) N/S rnwy restricted to 26,000 lbs. Use rnwys only. (10-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP-RADIO: VOR/DME flgt-checked - opern normal. (1-13)
PHILIP ARPT, SITE 31 CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE-RADIO: About Jan 28, VOR will be shut down until approx Mar 11. During shut down the following MEA's can be used: Arwy V26: Philip VOR to Pierre LFR 3400'; Pierre to LFR to Huron VOR 3400'. (1-4)
SIOUX FALLS-RADIO: Jan 9, VOR shut down until approx Feb 25. Freq will be changed to 115.0mc-DME to channel 70. (1-9) During shutdown, the following MEA's can be used: Arwy V15: Huron VOR to Int HON R115 and SUX R335, 7000'; Int HON R115 and SUX R335 to Sioux City VOR 7000'; V181: Watertown VOR to Oakwood Int 3000'; Oakwood Int to Int ATY R160 and HON R115 7000'. V80: Redwood Falls VOR to Int RWF R228 and
SOUTH DAKOTA: SUX R335 3000'. Direct Route: Huron VOR to Sioux Falls LFR 3000'; Sioux Falls LFR-Sioux City VOR 3000'; Sioux Falls LFR-Redwood Falls VOR 3000'; Watertown VOR-Sioux Falls LFR 3000'. (12-18)
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5) FLD: Several twrs being erected at football fld 0.7 n mi S end of NE/SW rnwy at lat 43-33-50, long. 96-45-10. Tallest twrs 125'MSL will be lgtd. (1-3)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
**BRISTOL-TRI-CITY ARPT: Designated as feeder type arpt. Max gross load limitation 30,000 lbs. (12-17)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)
**DYERSBURG ARPT: 203'(533'MSL) lgtd twr erected 4.0 n mi N(10°T) at lat 36-04-14, long. 89-23-52. (1-14)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 13, ASR shut down - modernization. ILS glide slope inop.
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250°, have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000';V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000';V-140 Dyersburg VOR to McEwen int 5000';McEwen Int to Nashville VOR MEA 4000'. Minimum holding alt McEwen Int to Nashville VOR MEA 4000'. V-140 Hartsville int to Highway int MEA 8000'. V-7 Nashville VOR to Lewisburg int MEA 4500'. (11-20)
NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway. (12-28)
TEXAS: ABILENE(NEW)ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)
ALICE ARPT: Bnday lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO-AIR ROUTE TRAFFIC CONTROL CENTER: About Jan 18, freq 301.4mc will be decmsnd. (1-4)
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: 1140'(2049'MSL) lgtd twr being erected 4.1 n mi W(277°T) at lat 30-18-35, long. 97-47-33. (1-7) Acft lndg and taking-off are cautioned to avoid Bergstrom AFB traffic pattern - extensive jet operations all altitudes. Neon approach light system inoperative. Unlighted obstruction on approach end of runway 30. Touchdown point intersection runway 30 with runway 3-21. Green range lights on runway 30 designates touchdown point nights. (10-4)
BEAUMONT-JEFFERSON COUNTY ARPT: Runway 11-29 closed - construction. (9-19)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance account bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
CORPUS CHRISTI-RADIO: Soon, VOR will be shut down until approximately February 4. (12-11) During shut down the following temporary MEAs have been established: V-20 ALI-PSX MEA 4000'; V-68 from intersection of SAT 159° radial to CRP unusable, from CRP to Kingsville Intersection unusable, Clareville and Kingsville Intersections unusable. All other routes utilizing CRP VOR unusable. (12-19)
COTULLA-RADIO: About February 4, VOR will be shut down until approximately February 25 - modernization. (12-27)

TEXAS: DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgt. Ctc control twr for detailed taxi instructions. (11-14)

**DEL RIO ARPT: Road across N/S strip removed. Rnwy lgts on rnwy 12-30 oper sunset-2400. (12-11)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'. VOR shut down until approx Feb 11 - modernization.

EL PASO INTN'L ARPT: 150' AGL twr being erected 5.1 n mi W(270°T) at lat 31-47-42, long. 106-29-38. (1-3) Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on landing lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equipment available. (11-7) Tetrahedron uncontrollable, unreliable - not to be used as traffic direction indicator. (11-27)

FT.WORTH-CARTER FLD-TOWER: About Feb 1, freq 338.2 and 319.2 mc will be decmsnd and replaced by 363.8 & 236.2 mc, respectively. (1-11)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GRAND PRAIRIE ARPT: Replace prefix (N) with prefix (A). (1-9)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable - roughness and scalloping. Caution in vicinity of Cleveland Texas - intermittent interference. (10-2)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

**HOUSTON-H & H GUEST RANCH ARPT: No rotating bcn and rnwy lgts avail. (1-16)

HOUSTON INTERNATIONAL ARPT: Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by control twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. (12-6)

HUDSPETH-RADIO: About Feb 4, VOR will be shut down until approx Feb 25. During this period MEA on V-66 El Paso to Culberson 10,000' MSL. Dove and Antelope VHF int unusable. (12-28)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG COUNTY ARPT: Two 40' lgtd antenna poles erected 1000 ft E of rnwys 17-35 and 500 ft S E/W taxiway. (12-4)

LUBBOCK-RADIO: Nov 20, LFR shut down until approx Jan 31. Class will be:SBMRLZ.

LUBBOCK-ARPT: W 300 ft. of E ramp open as taxiway. E 500 ft of E ramp closed to acft for cotton storage. (10-9)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700; 335° 015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700; 060°-125°, 35 n mi at 1500'. About Mar 18, VOR will be shut down until approx April 8 - during this period VOR flgts authorized to use LFK Rbn in lieu VOR except V13E LFK to SHV unusable. Intersections, altitudes and reporting points as charted. (1-14)

**MARATHON ARPT: Reinstated. Type P. Lat 30-12, long 103-13. Lctd 1 mi SE. Elev 4100'. 4 rnwys. Longest rnwy & fac: 37-85. Fuel: Fl. (4-7)

TEXAS: MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTERNATIONAL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)

PORT ISABEL ARPT: Closed all operations - const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552 ft SE N/S rnwy. (10-4)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - acct of severe scalloping and roughness.

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; Lat 29-30, long. 100-22; elev: 1702'. 1 strip - 2800' long. (1-15)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.

**MILFORD, 45, LAX-SLC ARPT: 80/87 octane fuel and aviation oil available on 24-hr basis.

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy closed - const.

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi.

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd to wheel-equipped acft durng winter months.

BRISTOL ARPT: E W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255°, below 9500'; 255°-175°, below 8500'; 174°-135°, below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vicinity. Contact Blackstone Rdo for advisory information. (7-25)

**BRIDGEWATER-SHEN-MYER ARPT: Soft when wet. (12-22)

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-28 daily air and surface firing present. Extreme hazard to acft all altitudes all times.

**DANVILLE ARPT: 80 and 100 octane gas avail. (12-19)

VIRGINIA: FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 200°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closed. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overrun rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 - 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-FALWELL ARPT: Until Apr 8, antenna array to 80' along S side of rnwy 75' from edge and near hangar area - obstruction lighted. (1-8)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLD-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE-RADIO: Soon TVOR will be shut down until approx Feb 4. (12-11)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BANDERA ARPT: Clsd - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
EASTON, SITE 5B, SEA-HLN ARPT: Clsd due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'
LEAVENWORTH-LAKE WENATCHEE ARPT: Clsd - due snow. (12-7)
LESTER ARPT: Clsd - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop-due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PACKWOOD ARPT: Clsd - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Rnwy lgts avail on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Work in progress on arpt. (11-30)
RIMROCK-TIETON ARPT: Clsd - due snow. (12-7)
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-engine acft with retractable lndg gear drop lndg gear prior to entering tfc pattern. (7-19) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SKYKOMISH ARPT: Clsd - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADAR APPROACH CONTROL CENTER: Effective Feb 6, radar arrival control will be established. Also rcvs 122.5 mc, 3023.5 kc and trans and rcvs 298.9 mc.
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40" high lctd 150' off ends 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Clsd. (6-14)
WHIDBEY ISLAND NAS-RADIO: Voice communications out of service. (11-6)
**WINTHROP-PASAYTEN USFS ARPT: Clsd. (12-27)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUNICIPAL ARPT: Rnwy lgts 4-22 inop. (10-25)
GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men and equipment on rnwy. (12-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
SUTTON, 21, CIN-DCA ARPT: Clsd to all acft xcpt single-engine. (1-3)
WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft-unusable. Arpt clsd until May 1, 1957.
FON DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Feb 8, modernization. (1-15)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n miles from station. (11-3)

WISCONSIN: LAND O'LAKES-KING'S GATEWAY ARPT: Closed due ice or snow. Arpt will be plowed on request. (12-19)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
OCONTO ARPT: E/W rnwy plowed 2850 x 175' - open to wheeled acft. NE/SW rnwy open to ski-equipped acft only. (1-16)
OSHKOSH-WINNEBAGO COUNTY ARPT: Use only N/S and E/W rnwy winter months.
WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)
WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)
WYOMING: CASPER-NATRONA CO.ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200 ft. fences SW end of ramp not obstn lgtd. (11-16)
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
GILLETTE ARPT: 50-75' W should 1500' from N end N/S strip soft - dsd to hvy acft.

WYOMING: KEMMERER ARPT: Caution-reseeded and soft. (6-22)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26n mi at 15,000'
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and FLR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.
PUERTO RICO: **PONCE-MERCEDITA ARPT: 237' (4177'MSL) lgtd TV twr erected 8.5 n mi N (003° T) at lat 18-09-17, long. 66-33-14. (1-17)
SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' to 60' high opern intermittently approx 1000' off E end rnwy 9R-27L.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS: BEAUMONT, TEX., JEFFERSON CO. ARPT--Comb. ILS-ADF Proced. #1, Amdt. Orig. Effec. 26 Jan 1957: Revise col. 7 to read: "ILS 1400, ADF 800 over LOM".

BOSTON, MASS., LOGAN ARPT: Add following note to all ACA Forms 511: Except where radar vectoring is used & when wea is 1000-3 or below, departures from rnwy 27 make left or right turn as soon as practicable & departures from rnwys 22 & 33 climb straight ahead to at least 1000' MSL prior to proceeding toward 1349' WBZ-TV twr.

EVANSVILLE, IND., DRESS MEMORIAL ARPT: ILS-ADF Proced. #1, Amend #4, dated 21 Jul 56, in col. 5, change second item to read "2000" instead of "1800".

MILWAUKEE, WISC., GENERAL MITCHELL FLD: ILS Proced #1, Amend #9, dated 22 Jun 56, in columns 11, 12 & 13 raise S-DN-1 ADF minimums from "400-1" to "500-1".

TYLER, TEX., POUNDS FLD: ADF Proced #1, Amdt. Orig., Effect. 9 Jan 57: Change "Proc. No. 1" to "Proc. No. 2" in view of existing Comb. ILS-ADF Procedure No. 1.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
ABQ LFR	ABQ-VOR	Direct	8000	T-dn	300-1	300-1	200-½
			→	C-d	500-1½	500-1½	500-1½
			→	C-n	500-2	500-2	500-2
			→	S-d-S	500-1	500-1	500-1
			→	S-n-S	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 258 Outbnd, 078 Inbnd, 8000' within 10 mi (nonstandard due to danger area)
Minimum Altitude over facility on final approach crs, 6700'
Crs and distance, facility to airport, 078-8.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.9 mi, turn right and climb to 10,000' on R-256 within 20 mi.
→ CAUTION: Landing minimums do not provide standard clearance over 6000' twr 1 mi NE of airport.

★ City and State: Albuquerque, N Mex · Airport Name & Elev.: Kirtland AFB-MUN 5352' · Fac. Class & Ident.: BVOR ABQ · Procedure No. & Eff. Date: 1, Amdt 3 23 Feb 57 · Sup. Amdt. No. Dated: 2, 27 May 54

→ Amarillo LFR	AMA-VOR	Direct	4800	T-dn	300-1	300-1	200-1½
→ Tradewind MRW	AMA-VOR	Direct	5000	C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 029 Outbnd, 209 Inbnd, 4900 within 10 mi.
→ Minimum Altitude over facility on final approach crs, 4400'
Crs and distance, facility to airport, 209-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.0 mi, climb to 5000' on R 209 within 20 mi, or when directed by ATC, turn left, climb to 4700' on R-075 within 20 mi.

★ City and State: Amarillo, Tex · Airport Name & Elev.: Air Terminal 3604' · Fac. Class & Ident.: BVOR AMA · Procedure No. & Eff. Date: 1, Amdt 4 2 Mar 57 · Sup. Amdt. No. Dated: 3 30 Jul 55

Varysburg Int* via crs 335°	Darien Int#	Direct	3000	T-dn	300-1	300-1	200-½
Darien Int#	Buffalo VOR	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-31,27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Varysburg Int: Buffalo VOR R-132 & 15 mi DME.
# Darien Int: Buffalo VOR R-107 and 8 mi DME.

Procedure turn E side of crs, 107 Outbnd, 287 Inbnd, 2000' with 10 mi. Procedure turn need not be accomplished with DME.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 287-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, make a 180° right climbing turn to 2000' on R-107 BUF within 20 mi.
CAUTION: 1349' TV tower 5 mi WNW of airport.

★ City and State: Buffalo, N Y · Airport Name & Elev.: Municipal 711' · Fac. Class & Ident.: VOR-DME BUF · Procedure No. & Eff. Date: R-107, Amdt 4 2 Mar 57 · Sup. Amdt. No. Dated: Proc.1, Amdt 3 28 Jan 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Midland LFR	MAF-VOR	direct	4200	T-dn	300-1	300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required on Runway 16L and 34R

→Procedure turn E side of crs, 360 Outbnd, 180 Inbnd, 4000 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 180-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 4000 on R 150 within 20 miles

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Midland, Texas	Air Terminal 2867'	BVOR MAF	1, Amdt 5 23 Feb 57	4 16 Jun 56

San Angelo LFR	SJT-VOR	direct	3000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 061 Outbnd, 241 Inbnd, 3400 within 10 mi Beyond 10 mi NA.
→ Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 234-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 3600 on R 234 within 20 miles

Major Changes: Limits procedure turn distance. Raises missed approach altitude.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Angelo, Texas	Mathis 1915'	BVOR SJT	1, Amdt 4 23 Feb 57	3 9 Jun 55

Oakland LFR	AGW-VOR	direct	3000	T-dn *	300-1	300-1	300-1
San Francisco LFR	AGW-VOR	direct	2000	C-dn	600-1	600-1	600-1½
San Francisco LOM	AGW-VOR	direct	2000	A-dn	800-2	800-2	800-2
Moffett LFR	AGW-VOR	direct	1700				
Evergreen FMHW	AGW-VOR	direct	1700				
Saratoga Int	AGW-VOR	direct	4500				
Mission Int	AGW-VOR	direct	3000				
→ Int R-290 AGW & Brng 360 to							
→ Fremont HW	AGW-VOR (final)	Direct	1100				

→ * 500-1 required for take-off, runway 12.
NOTE: All transitions to AGW-VOR above 2000' must descend to 2000' in one minute, left turn holding pattern on R-115 AGW before executing procedure turn.

Procedure turn N side crs, 295 outbnd, 115 inbnd, 1500 within 5 miles. N.A. beyond 5 miles due to possible conflict with SFO LOM holding pattern.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 115-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, turn right and proceed to the AGW VOR, climbing to 2000' on R-120 (300 Inbnd), then hold SE of AGW VOR in a 1 minute, left turn pattern on R-115 at 2000'.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Jose, Calif	San Jose 62'	BVOR AGW	1, Amdt 3 2 Mar 57	2 24 Sep 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Amarillo VOR	AMA-LFR	Direct	4800	T-dn	300-1	300-1	200-½
Soncy Int (Final)	AMA-LFR	Direct	4500	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of W crs, 257 Outbnd, 077 Inbnd, 5000 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4500'
Crs and distance, facility to airport, 077-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 4700' on E crs or when directed by ATC turn right and climb to 5000' on SW crs within 20 mi.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Air Terminal 3604'	SBRAZ AMA	1, Amdt 9 2 Mar 57	8 30 Jul 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Amarillo VOR	Amarillo LFR	Direct	4800	T-dn	300-1	300-1	200-½
Conway Int	Amarillo Int (Final)	Direct	4200	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of E crs, 077 Outbnd, 257 Inbnd, 4700' within 10 mi.
Minimum Altitude over Amarillo Int* on final approach crs, 4200'
Crs and distance, Amarillo Int to airport, 257-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi climb to 5000' on W crs within 20 mi, or when directed by ATC, turn right and climb to 4800' on N crs within 20 mi.
*Amarillo Int is Int E crs Amarillo LFR and Rad. 147 AMA
NOTE: Procedure authorized only for aircraft equipped to receive Amarillo LFR and Amarillo VOR simultaneously.

★City and State: Amarillo, Tex | Airport Name & Elev.: Air Terminal 3604 | Fac. Class & Ident.: SBRAZ AMA | Procedure No. & Eff. Date: 2 Amdt 9 2 Mar 57 | Sup. Amdt. No. Dated: 8 14 Jan 56

Peabody FM (Final)	BOS-LFR	Direct	800	T-dn %	300-1	300-1	200-½
				C-dn	*500-1	600-1	600-1½
				S-dn 22L #	400-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

1000' per min required, but runway is 10,012' long.
* 600-1 required when circling W of airport

Procedure turn W side of Crs, 031 Outbnd, 211 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 234-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi make a climbing left turn to 1500' on E crs of Boston LFR, or (when directed by ATC) climb to 1800' on SW crs of Boston LFR within 10 mi.
NOTE: Procedure turn does not provide standard clearance over 599' tower 5.2 mi WNW of Boston LFR. 600' circling minimums do not provide standard clearance over 370' stack 1.2 mi SW of airport. 1349' WBZ-TV tower 10.5 mi WSW of airport.
% Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.
Major Changes: Departure restriction added.

★City and State: Boston, Mass | Airport Name & Elev.: Logan Airport 19' | Fac. Class & Ident.: SBRAZ BOS | Procedure No. & Eff. Date: 1, Amdt 6 23 Feb 57 | Sup. Amdt. No. Dated: 5 8 Jul 54

Wolcottsville FM	BUF-LFR (Final)	Direct	1300	T-dn	300-1	300-1	200-½
E. Pembroke FM	BUF-LFR	Direct	1900	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 050 Outbnd, 230 Inbnd, 1800' within 10 miles
Minimum Altitude over facility on final approach crs, 1300
Crs and distance, facility to airport, 214-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within .8 miles, climb to 2000' on SW crs within 20 mi, or when directed by ATC, climb as rapidly as possible to 2300' on W crs within 10 miles.
→ CAUTION: 1349' TV tower 5 mi WNW of airport.

★City and State: Buffalo, N.Y. | Airport Name & Elev.: Municipal 711' | Fac. Class & Ident.: SBRAZ-BUF | Procedure No. & Eff. Date: 1, Amdt 4 2 Mar 57 | Sup. Amdt. No. Dated: 3 1 Apr 54

Angola FM	Cheektowaga FM (Final)	Direct	*1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Do not descend below 2000' until 7 miles past Angola FM. (Distance from Angola FM to Cheektowaga FM exceeds standard.)

Procedure turn S side SW crs, 230 Outbnd, 050 Inbnd, 2000 within 10 miles of Cheektowaga FM.
Minimum Altitude over Cheektowaga FM on final approach crs, 1500'
Crs and distance, Cheektowaga FM to airport, 055-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.3 miles after passing Cheektowaga FM, climb to 2000' on NE crs within 20 mi or, when directed by ATC,
→ make right climbing turn to 2100' on E crs with 10 mi.
→ CAUTION: 1349' TV tower 5 mi WNW of airport.

★City and State: Buffalo, N.Y. | Airport Name & Elev.: Municipal 711' | Fac. Class & Ident.: SBRAZ BUF. FM CQA | Procedure No. & Eff. Date: 2, Amdt 4 2 Mar 57 | Sup. Amdt. No. Dated: 3 1 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Dickinson VOR	DIK-LFR	Direct	4000	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 348 Outbnd, 168 Inbnd, 4000 within 10 mi.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 168-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.8 mi, climb to 4000' on S crs within 20 mi, then make left turn and return to LFR.
AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE runway only.
CAUTION: KDIX tower 3.9 mi, north DIK-LFR 2751' MSL. Tower 2966' MSL 3.5 mi NE of VOR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dickinson, N Dak	Dickinson 2589'	SBMRAZ DIK	1, Amdt 6 2 Mar 57	5 22 Dec 1956

				→ T-dn	300-1	300-1	
				C-dn	400-1	500-1	
				S-dn-13	400-1	400-1	
				A-dn	800-2	800-2	

Procedure turn S side W crs, 291 Outbnd, 111 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 110-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2100' on E crs GMI-LFR within 20 miles
NOTE: ADF Procedure not authorized
AIR CARRIER NOTE: Sliding scale not authorized

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Marais, Michigan	Grand Marais	BRL GMI	1, Amdt 5 2 Mar 57	4 15 Dec 56

Scotland MHW or Int.	IDL-LFR (Final)		042-10.4	700'	T-dn	300-1	300-1	200-½
					C-dn	400-1	500-1	500-1½
					S-dn-4	400-1	400-1	400-1
					A-dn	800-2	800-2	800-2

Procedure turn E side SW crs, 222 Outbnd, 042 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 040-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles, climb to at least 500' on NE crs, make a climbing right turn to 1500' on 130° intersecting SW crs of the Mitchel LFR and proceed to the Long Beach Int. Contact IDL Approach Control for further instructions.
CAUTION: Circling and straight-in landing minimums do not provide standard obstruction clearance over airport control tower and stack 278' 1.7 mi SSE of runway 1R.
Major Changes: Missed approach revised.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	SMRA IDL	1, Amdt 8 23 Feb 57	7 6 Dec 56

San Angelo VOR	SJT-LFR		Direct	3000	T-dn	300-1	300-1	200-½
					C-dn	400-1	500-1	500-1½
					S-dn-21-27	400-1	400-1	400-1
					A-dn	800-2	800-2	800-2

→ Procedure turn N side E crs, 060 Outbnd, 240 Inbnd, 3200 within 10 miles. Beyond 10 miles NA.
→ Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 240-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 miles, climb to 3600' on W crs of LFR within 20 miles.
NOTE: Not approved for ADF approach

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Angelo, Texas	Mathis 1915'	BMRLZ SJT	1, Amdt 7 23 Feb 57	6 9 Jun 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Hobart FM	SEA-LFR	Direct	4000	T-dn	300-1	300-1	200-½
SEA-LOM	SEA-LFR	Direct	2000	C-dn	500-1	500-1	500-1½
SEA-VOR	SEA-LFR	Direct	2000	S-dn-Ry16	400-1	400-1	400-1
Vashon Int · SEA-VOR	SEA-LFR	Direct	2000	A-dn	800-2	800-2	800-2
	Harbor Isl FM	Direct	2000				
SEA-LOM	Harbor Isl FM	Direct	2000				
NEJ-LFR	Harbor Isl FM	Direct	2000				
Radar Fix 5 mi NW of Harbor Isl FM on NW crs SEA-LFR	Harbor Isl FM (final)	Direct	1500				
Harbor Isl FM	Int NW crs SEA-LFR & R-340 SEA (Final)	Direct	1200				

NOTE: All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.

Procedure turn W side NW crs SEA LFR, 297 outbnd, 117 inbnd, 2000 within 10 mi NW of Harbor Isl FM. N.A. beyond 10 mi.
Minimum altitude over Harbor Isl FM on final approach crs 1200; over SEA VOR 800.
Minimum Altitude over facility on final approach crs, (over SEA-VOR) 800'
Crs and distance, from Int NW crs SEA-LFR & R-340 SEA to SEA VOR, 160-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of SEA VOR, climb to 2000 on R-175 SEA within 13 miles.
Alternate missed approach: When requested by ATC, turn right climb to 2000 on R-225 SEA within 20 miles.
CAUTION: Tank 561' MSL located immediately NE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int 424'	SBRAZ SEA	3, Amdt 2 2 Mar 57	1 21 Apr 56

Hobart FM	SEA-LFR	Direct	4000	T-dn	300-1	300-1	200-½
SEA-LOM	SEA-LFR	Direct	2000	C-dn	500-1	500-1	500-1½
SEA-VOR	SEA-LFR	Direct	2000	S-dn- 16	400-1	400-1	400-1
Vashon Int	SEA-LFR	Direct	2000	A-dn	800-2	800-2	800-2
NEJ-LFR	Harbor Isl FM	Direct	2000				
SEA-LOM	Harbor Isl FM	Direct	2000				
SEA-VOR	Harbor Isl FM	Direct	2000				
Radar Fix 5 mi NW of Harbor Isl FM on NW crs SEA-LFR	Harbor Isl FM (Final)	Direct	1500				
Int W crs NEJ-LFR & SEA Localizer crs	Int NW crs SEA-LFR and SEA Localizer crs	Direct	2000				
Harbor Isl FM	Int NW crs SEA-LFR & SEA Localizer crs (Final)	Direct	1200				

All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.

→ Procedure turn W side NW crs SEA LFR, 297 outbnd, 117 inbnd, 2000 within 10 mi NW of Harbor Isl FM. N.A. beyond 10 mi.
Minimum Altitude over facility on final approach crs, over airport 800'
Crs and distance, from Int NW crs SEA-LFR & N crs SEA ILS to airport, 158-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, after passing Int NW crs SEA-LFR and N crs ILS, climb to 2000' on S crs ILS within 8 mi of LOM
or, when directed by ATC, turn right climb to 2000' on R-225 SEA within 20 mi
CAUTION: Tank 561' MSL located immediately NE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int 424'	SBRAZ SEA ILS SEA	4,Amdt 1, 2 Mar 57	Orig, 15 Sept 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Coxsackie FM	Delmar FM (Final)	Direct	1700	T-dn	300-1	300-1	200-½
Albany LFR	Delmar FM	Direct	2200	C-dn	500-1	600-1	600-1½
Albany VOR	Delmar FM	Direct	2200	S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn East side South crs, 191 Outbnd, 011 Inbnd, 2200' within 10 mi of Delmar FM.
No glide slope. . Minimum altitude over Delmar FM on final approach 1700'
Crs and distance to Rny 1, 011 - 4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles of Delmar FM, climb to 3000' on N crs ILS within 20 miles, or when directed by ATC, climb
to 3000' on W crs Albany LFR within 20 mi
AIR CARRIER NOTE: 300-1 required for all take-offs on Rnys 10, 28, 15 and 33.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N.Y.	Albany 288'	ILS IALB	2,Amdt Orig, 23 Feb 57	none

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Amarillo VOR	TDW	direct	5000	T-dn	300-1	300-1	200-½
Amarillo LFR	TDW	direct	5000	C-dn	400-1	500-1	500-1½
Soncy Int	TDW	Direct	5000	S-dn-3 #ILS	200-½	200-½	200-½
→ Bivins Int	TDW	Direct	5300	ADF	400-1	400-1	400-1
→ Panhandle Int	TDW	Direct	4900	A-dn ILS	600-2	600-2	600-2
→ Conway Int	TDW	Direct	4900	ADF	800-2	800-2	800-2
→ Claude Int	TDW	Direct	4900				
→ Palo Duro Int	TDW	Direct	4900				
→ Tower Int	TDW	Direct	5000				
→ Sam Int	TDW	Direct	5300				

#400-¾ required when glide slope not utilized.

Procedure turn S side of SW crs, 209 Outbnd, 029 Inbnd, 5000 within 10 mi.
Minimum Altitude at G.S. int inbnd, 5000 ILS, minimum altitude over LOM inbnd final 4500 ADF
Altitude of G.S. and distance to approach end of rny at OM 4920-4.1; at MM 3832-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.1 mi after passing LOM (ADF) climb to 4900 on NE crs ILS (029) or, when directed by ATC, climb to 4700 on E crs LFR within 20 mi.

★ City and State: Amarillo, Tex | Airport Name & Elev.: Air Terminal 3604' | Fac. Class & Ident.: ILS-IAMA LOM-TDW | Procedure No. & Eff. Date: 1, Amdt 3 2 Mar 57 Comb ILS-ADF | Sup. Amdt. No. Dated: 2 6 Aug 55

Amarillo LFR	AMA VOR	direct	4800	T-dn	300-1	300-1	200-½
→ Tradewind MHW	AMA VOR	direct	5000	C-dn	400-1	500-1	500-1½
				S-dn-21 ILS	300-1	300-1	300-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 029 Outbnd, 209 Inbnd, 4900 within 10 mi of AMA VOR.
No Glide Slope, 4400 over AMA VOR. 4.0 mi from VOR to approach end of Runway 21.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 5000 on SW crs ILS or R-209 or when directed by ATC turn left, climb to 4700 on R-075 within 20 miles.
NOTE: Procedure authorized only for aircraft equipped to receive Amarillo ILS and Amarillo VOR simultaneously.

★ City and State: Amarillo, Tex | Airport Name & Elev.: Air Terminal 3604' | Fac. Class & Ident.: ILS-IAMA, BVOR-AMA | Procedure No. & Eff. Date: 2, Amdt 1 2 Mar 57 Comb ILS & VOR | Sup. Amdt. No. Dated: Orig. 3 Nov 56

BIL VOR	LOM	direct	5200	*T-dn	300-1	300-1	200-½
BIL LFR	LOM	direct	5200	C-dn	400-1	500-1	500-1½
Park City FM	LOM	direct	5200	S-dn-9# ILS	300-¾	300-¾	300-¾
Lavina FM	LOM	direct	6000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*300-1 required for take-off on all runways except 9-27.
→ # 400-1 required with glide slope inoperative.

Procedure turn S side of crs, 275 Outbnd, 095 Inbnd, 5200 within 10 miles. NA beyond 10 miles.
→ Minimum altitude at G.S. int inbound, 5000 ILS; minimum altitude over LOM inbnd final 4800 ADF.
→ Altitude of G.S. and distance to approach end of rny at OM 4965-4.1; at MM 3815-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles of LOM (ADF) climb to 5200 on E crs BIL-LFR within 20 miles.
NOTE: Approach lights not installed.
CAUTION: Standard clearance over obstructions not provided on ADF final approach (terrain 3805' MSL at BIL VOR).

★ City and State: Billings, Mont | Airport Name & Elev.: Municipal 3612' | Fac. Class & Ident.: ILS-BIL, LOM-BI | Procedure No. & Eff. Date: 1, Amdt 1, 2 Mar 57 Comb ILS-ADF | Sup. Amdt. No. Dated: Orig 15 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

Boston LFR	LOM	Direct	1800	T-dn %	300-1	300-1	200-½
East Boston Int	LOM	Direct	1500	C-dn ILS	*500-1	600-1	600-1½
Franklin Int	ILS SW crs or brg 035 to LOM**	085-12.4	1800	ADF	600-1	600-1	600-1½
** Final authorized after interception of final approach course inbound.							
→ Bedford MHW	LOM	Direct	2300	S-dn ILS 4R	#200-½	#200-½	#200-½
Radar terminal area transitions	Radar site	within 25 mi	1800●	ADF 4L-R	600-1	600-1	600-1
# 400-3/4 required with glide slope inoperative.				A-dn ILS	600-2	600-2	600-2
* 600-1 required when circling W of airport.				ADF	800-2	800-2	800-2

→ ● except 2300' when more than 6 mi from airport bet. SW & NW courses of BOS LFR.
→ % Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.
Procedure turn E side S crs, 215 Outbnd, 035 Inbnd, 1800' within 10 mi.
Minimum Altitude at glide slope int. inbnd: 1800 ILS. Min. alt. over LOM inbnd final - 1300 ADF.
Altitude of glide slope & distance to approach end of rny at OM - 1775-5.6 to point of touch down; at MM - 270-0.8 to point of touchdown.
CAUTION: ILS point of touchdown approx. 3500' in from approach end of runway pavement to allow clearance of ship channel. ADF straight-in and all circling minimums do not provide standard clearance over 370' stack SW of airport. 1349' TV tower 10.5 mi WSW of airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.6 mi after passing LOM (ADF), climb to 1300' on NE crs ILS or crs 035 from LOM within 15 mi or (when directed by ATC) make a climbing right turn to 1500' on E crs Boston LFR.
All fixes may be determined and supplemented by surveillance radar.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Boston, Mass	Logan Arpt. 19'	ILS-IBOS, LOM-BO	1, Amdt 7 23 Feb 57 Comb. ILS-ADF	6 4 Aug 56

Peabody Int	5.0 surveillance fix ●	Direct	1300	T-dn %	300-1	300-1	200-½
Peabody Int	5.0 surveillance fix (Final) ●	Direct	800	C-dn*	500-1	600-1	600-1½
Radar terminal area transitions	Radar Site	within 25 mi	1800**	S-dn-22L	#400-1	#400-1	#400-1
→ ● or E crs Bedford ILS				A-dn	800-2	800-2	800-2

→ ** except 2300' when more than 6 mi from airport bet SW & NW courses of BOS LFR
All fixes may be determined and supplemented by surveillance radar.
*600-1 required when circling W of airport
Maintain 500' until after passing the Boston LFR.
→ % Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to turning toward 1349' WBZ-TV tower.

Procedure turn W side N crs 035 Outbnd, 215 Inbnd, 1500' within 15 mi of Boston LFR.
No glide slope or markers. 800' over 5 mi surveillance fix or E crs BED ILS. Dist to rny 22L, 3.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.0 mi after passing surveillance fix, climb to 1800' on SW crs Boston ILS within 10 mi of the airport.
CAUTION: Circling minimums do not provide standard clearance over 370' stack SW of airport.
1349' TV tower 10.5 mi WSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Boston, Mass	Logan Arpt. 19'	ILS IBOS	2, Amdt 5, 23 Feb 57	4 24 Mar 56

SW crs Buffalo LFR via crs 052°	SW crs ILS	Direct	2000	T-dn	300-1	300-1	200-½
Wolcottsville FM	LOM (Final)	Direct	1800	C-dn	400-1	500-1	500-1½
Buffalo VOR	LOM	Direct	1800	S-dn-23	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn N side NE crs 052 Outbnd, 232 Inbnd, 1800' within 10 mi of LOM.
Minimum Altitude at glide slope int inbnd: 1800'
Altitude of glide slope & distance to approach end of rny at OM - 1750', 3.7; at MM - 930',6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2000' on SW crs ILS or, when directed by ATC, climb as rapidly as possible to 2300' on W crs Buffalo LFR within 10 mi.
→ CAUTION: 1349' TV tower 5 mi WNW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Buffalo, N.Y.	Municipal 711'	ILS BUF	1, Amdt 6 2 Mar 57	5 1 Apr 54

SW crs Buffalo LFR via crs 052°	SW crs ILS	Direct	2000	T-dn	300-1	300-1	200-½
Angola FM	SW crs ILS (Final)	Direct	1500*	C-dn	400-1	500-1	500-1½
Buffalo VOR	SW crs ILS	Direct	2000	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Do not descend below 2000' until 7 mi past Angola FM (dist. from Angola FM to Cheektowaga FM exceeds standard.)

Procedure turn S side SW crs, 232 Outbnd, 052 Inbnd, 2000' within 10 mi of Cheektowaga FM.
No glide slope or markers; 1500' over Cheektowaga FM; 2.3 mi from Cheektowaga FM to Rny 5.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.3 mi after passing Cheektowaga FM, climb to 2000' on NE crs ILS or, when directed by ATC, make a climbing right turn to 2100' on E crs Buffalo LFR within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Buffalo, N Y	Municipal 711'	ILS BUF FM COA	2, Amdt 2 2 Mar 57	1 1 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int NE crs ILS & brng 254 to CHW LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
CHW LFR	LOM	Direct	2500	S-dn-23 ILS	500-1	500-1	500-1
CHW VOR	LOM	Direct	2500	ADF	600-1	600-1	600-1
Gay Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Walnut Grove Int	LOM	Direct	2500				
Ivydale Int	LOM	Direct	2500				

Procedure turn N side NE crs, 050 outbnd, 230 inbnd, 2300 within 10 miles
No Glide Slope, minimum altitude over LOM inbnd final 1800
Distance to approach end of rny at LOM 4.3, at LMM 0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
4.3 mi after passing LOM (ADF), climb to 2500' proceeding to Charleston LFR or when directed by ATC climb to 2500' proceeding to CHW VOR.
NOTE: Provisions for use with inoperative components are not applicable to this procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston W Va	Kanawha County 981'	ILS-CHW, LOM-CH	1, Amdt 7 2 Mar 57 Comb. ILS-ADF	6 29 Sept 56

Scotland Int	OM (Final)	Direct	1000	T-dn	300-1	300-1	200-½
Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	400-1	500-1	500-1½
Radar terminal area transitions				S-dn-4	200-½	200-½	200-½
	All directions	within 25 mi	2500	A-dn	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500				

Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of OM.
Minimum altitude at glide slope int inbnd, 1000'
Altitude of glide slope & distance to approach end of rny at OM - 770-2.4; at MM - 230-.5
proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 500' on NE crs ILS, make a climbing right turn to 1500' on 130°, intersecting SW crs Mitchel LFR and
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	ILS-IDL	1, Amdt 11, 23 Feb 57 OM Cont. dashes (OM at IDL LFR site)	10 8 Dec 56

Glen Cove RBn	OM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
Idlewild LFR	OM	Direct	1500	C-dn	400-1	500-1	500-1½
Mitchel LFR	OM	Direct	1500	S-dn-22*	200-½	200-½	200-½
Idlewild VOR	OM	Direct	1500	A-dn	600-2	600-2	600-2
Radar Terminal area transition altitudes:		within:					
All directions		25 mi.	2500				
E of NE/SW crs LaGuardia LFR		15 mi	1500				

* 400-3/4 required with glide slope inoperative.
CAUTION: Circling minimums do not provide standard clearance over the following obstructions:
278' stack 1.7 mi SE rny 4, 185' cont twr on arpt.

Procedure turn E side NE crs, 043 outbnd, 223 inbnd, 1500' within 10 mi of OM (non-std to avoid LaGuardia traffic)
Minimum altitude at glide slope int inbound, 1500'
Altitude of glide slope & distance to approach end of runway at OM - 1500-4.8; at MM 240'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' on SW crs ILS and proceed to Scotland Int. Contact IDL approach control for further instructions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N.Y.	International 12'	ILS IWY	2, Amdt 1, 2 Mar 57	Pro #3, Orig, 16 Jan 57

PROCEDURE CANCELLED 2 MARCH 1957

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N.Y.	International 12'	ILS-IDL, FM Elmont	2, Amdt 6 8 Dec 56	5 26 Feb 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Syracuse LFR	LOM	direct	1900	*T-dn	300-1	300-1	200-½
Syracuse VOR	LOM	direct	1900	C-dn	#600-1	700-1	700-1½
Sherrill Int via crs 310	E crs ILS	direct	2500##	S-dn-28 ILS	300-¾	300-¾	300-¾
Int E crs Syracuse LFR and brng				ADF	#600-1	700-1	700-1
335° to LOM	LOM	Direct	1900	A-dn	800-2	800-2	800-2
Int S crs Syracuse LFR and brng							
045° to LOM	LOM	direct	3000###				
→ Munnsville Int via crs 328°	E crs ILS	direct	3000##				
→ Fabius Int	LOM	direct	3000				

*600-1 required for take-off to SE
#Standard clearance not provided over 836' radio mast 1.1 mi SE of airport.
##After interception of localizer crs inbnd, descent on glide slope to cross the outer marker at 1535 on final approach is authorized.
###Descent to 1800' authorized after passing Syracuse VOR radial 150°.

Procedure turn N side E crs, 098 Outbnd, 278 Inbnd, 1600 within 10 miles.
Minimum Altitude at G.S. int inbnd 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to appr end of rny at OM 1535-3.6; at MM 635-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles after passing LOM (ADF), climb to 2000' on W crs ILS or crs of 278 from LOM within 20 mi
AIR CARRIER NOTE: No reduction in minimums or sliding scale authorized for take-off to the SE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Syracuse, N Y	Hancock 419'	ILS-SYR, LOM-SY	1, Amdt 13 2 Mar 57 Comb ILS-ADF	12 7 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Bedford HW	BOS-VOR	Direct	1700	T-dn%	300-1	300-1	200-½
Boston LFR	BOS-VOR	Direct	1500	C-dn	700-1	700-1	700-1½
Squantum LFR	BOS-VOR	Direct	1500	S-dn-4	700-1	700-1	700-1
Radar Terminal Area Transition Altitudes:				A-dn	800-2	800-2	800-2
All directions*		within 25 mi	1800				
→ *except between SW & NW courses of BOS LFR		6-25 mi	2300				

All fixes may be determined and supplemented by surveillance radar.
→ % Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.

Procedure turn E side of crs, 237 outbnd, 057 inbnd, 1800' within 10 mi of Dorchester Int.
Minimum altitude over Dorchester Int on final approach 1300'; over BOS-VOR 700'
Crs and distance, breakoff point to app end rny 4R, 035-0.87
Dorchester Int: Int R-237 BOS and NW crs Squantum LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles of BOS-VOR, climb to 1300' on R-029 within 10 miles, or when requested by ATC, climb to 1500' on R-100 within 10 miles.
CAUTION: 1349' TV tower 10.5 mi WSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Boston, Mass.	Logan Arpt. 19'	BVOR-BOS	TerVOR-4R Adt 2,23 Feb 57	1 6Aug 54

Bedford HW	BOS-VOR	Direct	1700	T-dn%	300-1	300-1	200-½
Boston LFR	BOS-VOR	Direct	1500	C-dn	700-1	700-1	700-1½
Squantum LFR	BOS-VOR	Direct	1500	S-dn-22L	700-1	700-1	700-1
Radar Terminal Area Transition Altitudes:				A-dn	800-2	800-2	800-2
All directions*		within 25 mi	1800				
→ *except between SW & NW courses of BOS LFR		6-25 mi	2300				

All fixes may be determined and supplemented by surveillance radar.
→ % Except where radar vectoring us used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 27 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower

Procedure turn W side of course, 016 Outbnd, 196 Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, breakoff point to app end rny 22L, 215-0.87
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1800 on R-215 within 10 miles, or when directed by ATC, climb to 1500' on R-100 within 10 mi.
CAUTION: 1349' TV tower 10.5 mi WSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Boston, Mass	Logan Arpt. 19'	BVOR BOS	TerVOR-22L, Amdt 2, 23Feb57	1 6 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Bedford HW	BOS-VOR	Direct	1700	T-dn%	300-1	300-1	200-½
Boston LFR	BOS-VOR	Direct	1500	C-dn	600-1	600-1	600-1½
Squantum LFR	BOS-VOR	Direct	1500	S-dn-27	600-1	600-1	600-1
Radar Terminal Area Transition Altitudes:				A-dn	800-2	800-2	800-2
All directions*		within 25 mi	1800				
→*except between SW & NW courses of BOS LFR		6-25 mi	2300				

All fixes may be determined and supplemented by surveillance radar.

→% Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.

Procedure turn N side of course, 086 Outbnd, 266 Inbnd, 1300' within 10 miles.
Minimum altitude over facility on final approach course, 600'
Crs and distance, breakoff point to app end rny 27, 272-0.52
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a left climbing turn to 1800 on R-215 within 10 miles, or when directed by ATC, climb to 1500' on R-100 within 10 miles.
CAUTION: 1349' TV tower 10.5 mi WSW of airport. 600' circ minimums do not provide std clrnc over 370'stack SW of arpt.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass.	Logan Arpt. 19'	BVOR BOS	TerVOR-27,Amdt2,23 Feb57	1 6 Aug 54

Bedford HW	BOS-VOR	Direct	1700	T-dn%	300-1	300-1	200-½
Boston LFR	BOS-VOR	Direct	1500	C-dn	500-1#	600-1	600-1½
Squantum LFR	BOS-VOR	Direct	1500	S-dn-33	500-1	500-1	500-1
Int R-159 BOS & SE crs SQT LFR	Hull Int. (Final)	Direct	1000	A-dn	800-2	800-2	800-2
Radar Terminal Area Transition Altitudes:				# 600-1 required when circling			
All directions*		within 25 mi	1800	west of airport			
→ *except between SW & NW courses of BOS LFR		6-25 mi	2300				

All fixes may be determined and supplemented by surveillance radar.

→ % Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.

Procedure turn E side of course, 159 outbnd, 339 inbnd, 1500' within 10 miles of Hull Int.
Minimum altitude over Hull Int on final approach 1000'; over BOS-VOR 500'
Crs and distance, breakoff point to app end rny 33, 330-0.32
Hull Int: Int. R-159 BOS & NE crs Squantum LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles of BOS-VOR, make a left climbing turn to 1800' on R-215 within 10 miles, or when directed by ATC, climb to 1300' on R-029 within 10 miles.
CAUTION: 1349' TV tower 10.5 mi WSW of airport. 600' circ minimums do not provide std clrnc over 370' stack SW or arpt.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass	Logan Arpt. 19'	BVOR BOS	TerVOR-33,Amdt 2,23Feb57	1 6 Aug 54

Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
New Rochelle Rbn	IDL-VOR	direct	1500	S-dn-1	600-1	600-1	600-1
Glen Cove Rbn	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson Rbn	IDL-VOR	direct	2500				
Scotland MH	Edgemer Int	direct	1300				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 185 Outbnd, 005 Inbnd, 1300 within 10 miles of Edgemere Int
Minimum Altitude over facility on final approach crs, 1300 over Edgemere Int. 600 over VOR
Crs and distance, breakoff point to app end rny 1, 013-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, make a right climbing turn to 1500' on 130° intersecting the SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild Approach Control for further instructions.
Major Changes: Missed approach revised.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	VOR IDL	TerVOR-1, Amdt 3 23 Feb 57	2 8 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
New Rochelle MHW	IDL-VOR	direct	1500	S-dn-4	600-1	600-1	600-1
Glen Cove MHW	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson MHW	IDL-VOR	direct	2500				
Scotland MHW	IDL-VOR	direct	1500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 240 Outbnd, 060 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 600
Crs and distance, breakoff point to app end rny 4, 043-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a right climbing turn to 1500' on 130° intersecting the SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild Approach Control for further instructions.
CAUTION: Straight-in landing minimums do not provide standard clearance over 278' stack 1.7 mi SSE of airport.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	VOR IDL	TerVOR-4, Amdt 3 23 Feb 57	2 8 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All directions	radar site	within 25 mi	1800###	Precision approach			
				C-dn 4R	500-1*	600-1	600-1½
				S-dn 4R	200-½	200-½	200-½
				A-dn 4R	600-2	600-2	600-2
				Surveillance approach			
				T-dn %-all	300-1	300-1	200-½
				S or Cdn**	700-1	700-1	700-1½
				C-dn*** #	600-1	600-1	600-1½
				S-dn*** #	600-1	600-1	600-1
				C-dn ##	500-1*	600-1	600-1½
				S-dn ##	500-1	500-1	500-1
				A-dn-all	800-2	800-2	800-2

###except 2300 when more than 6 mi from airport between NW & SW crs Boston LFR.
CAUTION: Standard clearance not provided over 370' stack SW of airport. 1349' TV tower 10.5 mi. WSW of airport.
* 600-1 required when circling W of airport.
** 4L, 4R, 15 *** 22L, 22R ## 27, 33
% Except where radar vectoring is used, and weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1300' on the N crs of the Boston LFR within 8 mi. Alternate missed approach when requested by ATC: climb to 1500' on E crs of the Boston LFR within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Boston, Mass	Logan 19'	Logan Radar	1, Amdt 6 23 Feb 57	5 9 Feb 57 (White)

All directions E of NE-SW crs of LGA-LFR	Radar site	within 25 mi	2500	Precision approach			
	radar site	15 mi	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

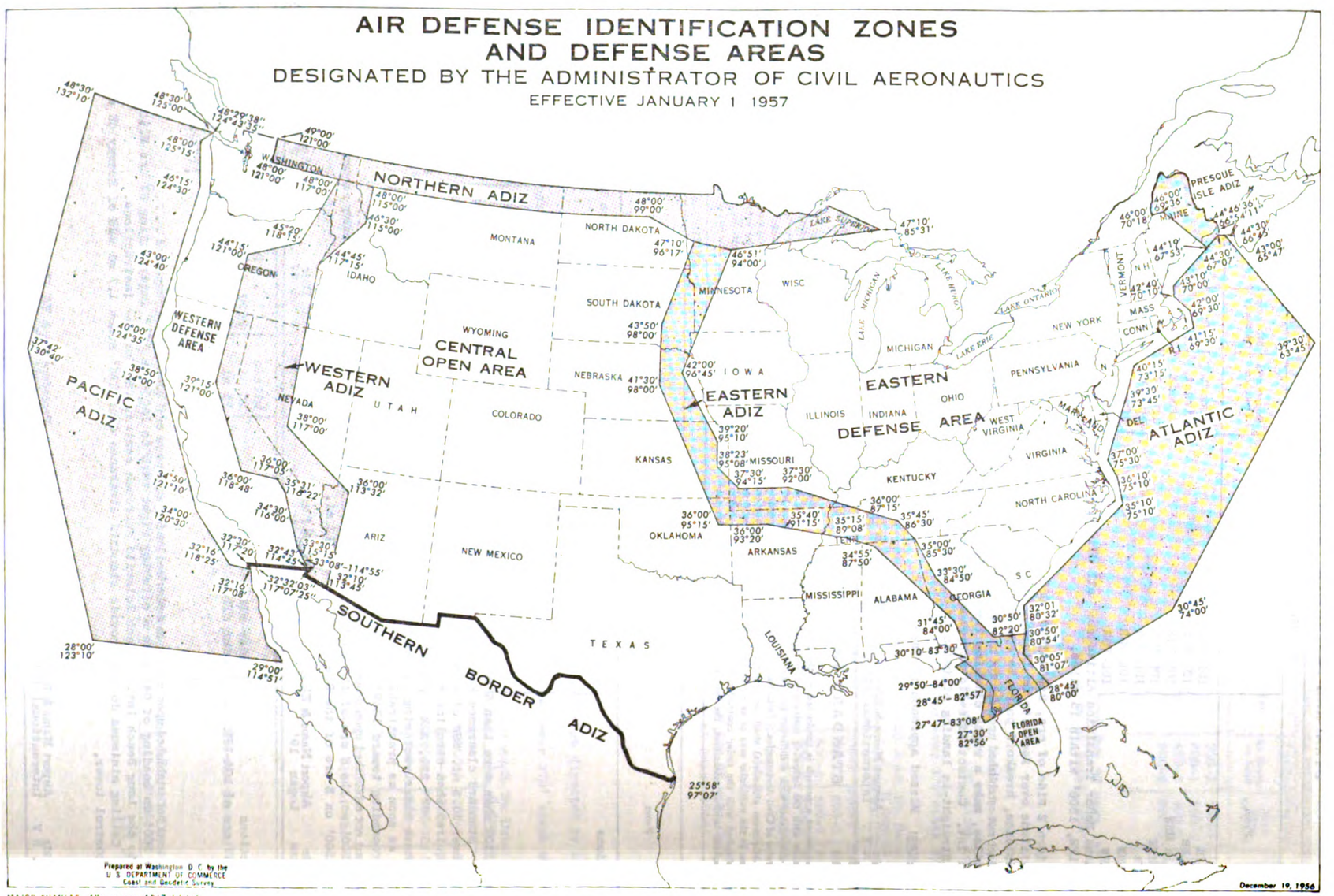
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on heading of 043 make a climbing right turn to 1500' on 130° intersecting SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.7 mi SSE of Runway 4R and 165' airport control tower.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	Idlewild Radar	1, Amdt 7 23 Feb 57	6 8 Dec 56

AIR DEFENSE IDENTIFICATION ZONES AND DEFENSE AREAS

DESIGNATED BY THE ADMINISTRATOR OF CIVIL AERONAUTICS

EFFECTIVE JANUARY 1 1957



MAJOR CHANGES Albuquerque ADIZ deleted.
Northern ADIZ revised Outbound traffic restrictions changed

(22 Jan 1957)

SPECIAL NOTICE

Interference with Search & Rescue Operations. p. 3

SPECIAL NOTICE

TWO-WAY RADIO FAILURE. p. 3

SPECIAL NOTICE

ADIZ CHART

See page 29.

AIRMAN'S GUIDE

SPECIAL NOTICE

ATTENTION, PILOTS!

Obstruction List: p.31

SPECIAL NOTICE

VOR RECEIVER CHECK SIGNALS See page 30.

NOTICES TO AIRMEN Page 2

VOL. 11 ,NO. 24 . . . . FEBRUARY 5, 1957

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. the above date. For later information consult Teletype NOTAMS.

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U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --.. -... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the work "omni" Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VFR or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e. g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, [illegible] experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

✓ PITTSBURGH-CLEVELAND CENTER BOUNDARY CHANGES: Effective immediately, restablish the existing boundary beginning at a point on the existing boundary five miles S of the S edge of Victor 6 at the W edge of Victor 37; running thence S along the W edge of Victor 37 to the NW edge of Victor 250; thence via the NW edge of Victor 250 running southwesterly to the N edge of Red 85; thence westerly along the N edge of Red 85 to the existing boundary at a point on the NE edge of Victor 41.

✓ NEW YORK-BOSTON CENTER BOUNDARY CHANGES: Effective immediately,

1. Reestablish the boundary on Victor 106, Victor 146, and Victor 58 as running along the E edge of Victor 91 and Victor 91E.

2. Establish the boundary on Victor 153 at the southern edge of Victor 72.

3. Reestablish the boundary on Victor 30, Victor 46, Control Area Extension 1146, and Control Area Extension 1169 as a line at right angles to Victor 30 five miles W of the Vineyard intersection.

✓ RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective February 5, 1957:

(Part 608 - Restricted Area - Amendment 185)

(1) In Section 608.25, the Fort Campbell, (formerly called Camp Campbell), Kentucky, area (R-63) amended on May 19, 1956 in 21 F.R. 3309, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at latitude 36-44-00, long. 87-40-00; to lat 36-39-17, long. 87-40-00; to lat 36-39-17, long. 87-29-38; to lat 36-41-00, long. 87-27-30; to lat 36-32-00, long. 87-23-00; to lat 36-32-00, long. 87-50-00; to lat 36-44-00, long. 87-50-00; to lat 36-44-00, long. 87-40-00; to point of beginning"

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 24 - Columbus, Ga. Correct CAA telephone number to read: FAirfax 3-4363, and WB telephone number to read: FAirfax 2-8107.

(2) Page 24 - Boise, Idaho. Correct CAA telephone number to read: 2-2331.

(3) Page 100 -(Airborne) Imperial, Calif. Add VOR rcvr check point: 313°; at approach end of runway 32; 200'.

(4) Page 103 - (Ground) Columbus, Ga. (Muscogee County) - VOR rcvr check point cancelled.

(5) Page 103 - (Ground). Amarillo, Tex. (Amarillo Air Terminal). - Correct VOR rcvr check point to read: 209°.

✓ AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 11, Number 22, dated January 8, 1957, as follows:

(1) Page 6 - Non-Standard Holding Pattern: Designate. Portland, Oregon VOR should read: "direction of holding - RIGHT; time - one minute."

TROY, ILLINOIS VOR SHUTDOWN: On or about February 18, 1957, the Troy, Ill. VOR will be shut down for modernization for a period of approximately one month. During the interim period, the following MEA's can be utilized:

When route of flight includes changing to any airway with a higher MEA, flight will be cleared to higher MEA prior to crossing intersection so that intersection will be received to enable pilot to make turn.

Airways, alternate airways and intersections formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

Air carriers should check to determine need to request any direct routes using combination facilities if they desire lower altitudes or require added transitions to approach procedures.

FROM	TO	MEA
VOR Civil Airway V4		
St. Louis, Mo. VOR	Int R100 STL and R235 VLA (Troy Int Temp)	2100
Int R100 STL and R235 VLA (Troy Int Temp)	Centralia, Ill. VOR	2000
VOR Civil Airway V72		
Int R100 STL and R235 VLA (Troy Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V12, V14		
St. Louis, Mo. VOR	*Int R072 STL and R187 SPI (Prairie Int Temp)	2000
*MRA 4000' (Flag)		
Int R072 STL and R187 SPI (Prairie Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V69		
Springfield, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	3000
*MRA 3000'		
Int R187 SPI and R269 VLA (Gillespie Int Temp)	*Int R187 SPI and R072 STL (Prairie Int Temp)	4000
*MRA 4000' (Flag)		
VOR Civil Airway V191		
St. Louis, Mo. VOR	*Int R165 STL and R276 ENL (Meramec Int Temp)	2000
*MRA 4000' (Flag)		
Int R165 STL and R276 ENL (Meramec Int Temp)	*Crystal City, Mo. Int	2500
*MRA 3000' (Flag)		
DIRECT ROUTES		
Vandalia, Ill., VOR	Roberts, Ill. VOR	4000
St. Louis, Mo. LFR	Int R186 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	2100
Int R187 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	Int R265 SCT and R191 HUF (Carlisle Int Temp)	3100
Int R265 SCT and R191 HUF (Carlisle Int Temp)	Scotland, Ind. VOR	2000
St. Louis, Mo. VOR	Scotland, Ind. VOR	6000
VOR Civil Airway V186		
Vandalia, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	2000
*MRA 3000' (Flag)		

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective March 14, 1957:

Section 610.102 Amber Civil Airway 2 is amended to delete:

FROM	TO	MEA
San Pedro INT, Calif.	Long Beach, Calif. LFR	4000
Long Beach, Calif. LFR	*La Habra INT, Calif.	3000
*10000 - MCA La Habra INT, NE-bound		
La Habra INT, Calif.	Fairgrounds INT, Calif. NE-bound	12000
	SE-bound	4000
Fairgrounds INT, Calif.	Daggett, Calif. LFR	12000

Section 610.107 Amber Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Relay INT, Md.	Lock Raven INT, Md.	2000

Section 610.113 Amber Civil Airway 13 is amended to delete:

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	Int, N crs Baltimore & SW crs Philadelphia LFR	2000
Int, N crs Baltimore & SW crs Philadelphia LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	N. Philadelphia, Pa. LFR	1800
N. Philadelphia, Pa. LFR	Newark, N.J. LFR	1500

Section 610.114 Amber Civil Airway 14 is amended to delete:

FROM	TO	MEA
Riverdale, Md. LF/RBN	Ellicott City INT, Md.	2000
Ellicott City INT, Md.	Westminister INT, Md.	2000
Westminister INT, Md.	Lancaster, Pa. LF/RBN	2000
Willow Grove, Pa. LFR	Belle Mead INT, N.J.	1700
Belle Mead INT, N.J.	Chatham, N.J. LF/RBN	2000

Section 610.115 Amber Civil Airway 15 is amended to delete:

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	Int. N crs Baltimore & SW crs Philadelphia LFR	2000
Int. N crs Baltimore & SW crs Philadelphia LFR	Philadelphia, Pa. LFR	1800

Amber Civil Airway 15 - cont'd.

FROM	TO	MEA
Philadelphia, Pa. LFR	Mt. Holly INT, N.J.	1800
Mt. Holly INT, N.J.	Freehold INT, N.J.	1500
Freehold INT, N.J.	Idlewild, N.Y. LFR	1500

Section 610.119 Amber Civil Airway 19 is amended to delete:

FROM	TO	MEA
Riverdale, Md. LF/RBN	Baltimore, Md. LFR	1500
Baltimore, Md. LFR	Int. N crs Baltimore, Md. & SW crs Philadelphia LFR	2000
Int. N crs Baltimore, Md. & SW crs Philadelphia LFR	Philadelphia, Pa. LFR	1800
Philadelphia, Pa. LFR	Mt. Holly INT, N.J.	1500
Mt. Holly INT, N.J.	Freehold INT, N.J.	1500
Freehold INT, N.J.	Flatbush INT, N.Y.	1500
Flatbush INT, N.J.	LaGuardia, N.Y. LFR	2500

Section 610.210 Red Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Alvord INT, Tex.	Dallas, Tex. LFR	2200

Section 610.222 Red Civil Airway 22 is amended to read in part:

FROM	TO	MEA
U.S. Canadian Border	Buffalo, N.Y. LFR	2300

Section 610.223 Red Civil Airway 23 is amended to read in part:

FROM	TO	MEA
U.S. Canadian Border	Buffalo, N.Y. LFR	2300

Section 610.313 Red Civil Airway 113 is added to read:

FROM	TO	MEA
Makapuu Pt., T.H. LF/RBN	Int. 062 T brg from Makapuu Pt. LF/RBN & N crs Maui LFR	2000

Section 610.1001 Direct Routes, U.S. is amended by adding:

FROM	TO	MEA
Placerville INT, Calif.	Sacramento, Calif. VOR W-bound only	7000
Yosemite INT, Calif.	Modesto, Calif. VOR W-bound only	8000
Orange Cove INT, Calif.	Fresno, Calif. VOR W-bound only	4000

Section 610.6003 VOR Civil Airway 3 is amended to delete:

FROM	TO	MEA
Raleigh-Durham, N.C. VOR	Lawrenceville, Va. VOR	1800
Lawrenceville, Va. VOR	Flat Rock, Va. VOR	1500

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
Int. 016 T rad Washington,D.C. TVOR & 104 T rad Herndon,Va.VOR *2000 - MOCA	Hereford INT,Md.	*5000

Section 610.6003 VOR Civil Airway 3
is amended by adding:

FROM	TO	MEA
Raleigh,N.C.VOR *2000 - MOCA	Chase City INT, Va.	*3000
Chase City INT, Va. *2000 - MOCA	Flat Rock,Va.VOR	*2500

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
Iowa City,Iowa VOR	Moline,Ill.VOR	
Via S alter.	Via S alter.	2100
Moline,Ill.VOR *3500 - MRA	*Shabbona INT,Ill.	2100
Shabbona INT,Ill.	Sugar Grove INT, Ill.	2100
Sugar Grove INT, Ill.	Naperville,Ill.VOR	2000

Section 610.6007 VOR Civil Airway 7
is amended to delete:

FROM	TO	MEA
Chicago Hgts,Ill. VOR	City INT,Ill.	2000
City INT,Ill. *3600 - MRA **2500 - MOCA	*Lake Forest INT, Ill.	**3000
Lake Forest INT, Ill. *3000 - MRA **2000 - MOCA	*Bristol INT,Wis.	**3000
Bristol INT,Wis. *3600 - MRA **2000 - MOCA	*Wind Lake INT, Wis.	**3000
Wind Lake INT, Wis.	Milwaukee,Wis.VOR	2300

Section 610.6007 VOR Civil Airway 7
is amended by adding:

FROM	TO	MEA
Chicago Hgts.Ill. VOR *2500 - MRA	*Bull Head INT, Ill.	2500
Bull Head INT, Ill. *2500 - MRA	*Papi INT,Ill.	2500
Papi INT,Ill. *4500 - MCA Taylor INT, S-bound **2000 - MOCA	*Taylor INT,Wis.	**4500
Taylor INT,Wis. *2000 - MOCA	Racine INT,Wis.	*3000

VOR Civil Airway 7 - cont'd.

FROM	TO	MEA
Racine INT,Wis. *3000 - MRA **2100 - MOCA	*Oakwood INT,Wis.	**3000
Oakwood INT,Wis. *3500 - MRA **2100 - MOCA	*New Berlin INT, Wis.	**3000
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300
Chicago Hgts.Ill. VOR	Beacon INT,Ill	
Via E alter.	Via E alter.	2000
Beacon INT,Ill. *3500 - MRA	*White Fish INT,Ill.	
Via E alter.	Via E alter.	2500
White Fish INT, Ill. *2000 - MOCA	Taylor INT,Ill.	
Via E alter.	Via E alter.	*3500
Taylor INT,Ill. *2000 - MOCA	Racine INT,Wis.	
Via E alter.	Via E alter.	*3000
Racine INT,Wis. *3000 - MRA **2100 - MOCA	*Oakwood INT,Wis.	
Via E alter.	Via E alter.	**3000
Oakwood INT,Wis. *3500 - MRA **2100 - MOCA	*New Berlin INT,Wis.	
Via E alter.	Via E alter.	**3000
New Berlin INT, Wis.	Milwaukee,Wis.VOR	
Via E alter.	Via E alter.	2300

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR	Wiggins INT,Colo.	
Via N alter.	Via N alter.	6600
Wiggins INT,Colo. *7000 - MOCA	Imperial,Nebr.VOR	
Via N alter.	Via N alter.	*9500
Iowa City,Iowa VOR	Moline,Ill.VOR	
Via S alter.	Via S alter.	2100
Moline,Ill.VOR *3500 - MRA	*Shabbona INT,Ill.	2100
Shabbona INT,Ill.	Sugar Grove INT, Ill.	2100
Sugar Grove INT, Ill.	Naperville,Ill.VOR	2000

Section 610.6009 VOR Civil Airway 9
is amended to delete:

FROM	TO	MEA
Naperville,Ill. VOR	Milwaukee,Wis.VOR	2500
Naperville,Ill. VOR	Woodstock INT,Wis.	
Via W alter.	Via W alter.	2200
Woodstock INT, Wis.	Milwaukee,Wis.VOR	
Via W alter.	Via W alter.	2400

Section 610.6009 VOR Civil Airway 9
is amended by adding:

FROM	TO	MEA
Naperville,Ill. VOR	Dundee INT,Ill.	2500
Dundee INT,Ill. *2200 - MOCA	Hebron INT,Ill.	*2500
Hebron INT,Ill. *2400 - MOCA	Milwaukee,Wis.VOR	*2500
Naperville,Ill. VOR	*Genoa INT,Ill.	
Via W alter. *2600 - MRA	Via W alter.	2200
Genoa INT,Ill. Via W alter.	Milwaukee,Wis.VOR Via W alter.	2600

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Burlington,Iowa VOR	Bradford,Ill.VOR	2100

Section 610.6013 VOR Civil Airway 13
is amended to read in part:

FROM	TO	MEA
Neosho,Mo.VOR *3000 - MRA	*Nevada INT,Mo.	2700
Nevada INT,Mo.	Butler,Mo.VOR	2500
Neosho,Mo.VOR Via W alter.	Butler,Mo.VOR Via W alter.	2700
Mason City,Iowa *2800 - MOCA	Hope INT,Minn.	*4000
Hope INT,Minn. *2600 - MOCA	Lakeville INT, Minn.	*4000
Mason City,Iowa VOR	*Prior INT,Minn.	
Via W alter. *4000 - MRA **2600 - MOCA	Via W alter.	**4000

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR *1800 - MOCA	College Station, Tex.VOR	*2000

Section 610.6018 VOR Civil Airway 18
is amended to read in part:

FROM	TO	MEA
Meridian,Miss.VOR *2000 - MOCA	Warrior INT,Ala.	*3500
Warrior INT,Ala. *1700 - MOCA	Abernant INT,Ala.	*3500
Abernant INT,Ala.	Anniston,Ala.VOR	3000

Section 610.6019 VOR Civil Airway 19
is amended by adding:

FROM	TO	MEA
Pueblo,Colo.VOR Via E alter.	Kiowa,Colo.VOR Via E alter.	8100

Section 610.6026 VOR Civil Airway 26
is amended to delete:

FROM	TO	MEA
Redwood Falls, Minn.VOR	*Prior INT,Minn.	
Via S alter. *4000 - MRA **2300 - MOCA	Via S alter.	**4000
Prior INT,Minn. Via S alter.	Minneapolis,Minn.VOR Via S alter.	2500
Minneapolis,Minn. VOR	Eau Claire,Wis.VOR	
Via S alter.	Via S alter.	2800

Section 610.6026 VOR Civil Airway 26
is amended by adding:

FROM	TO	MEA
Redwood Falls, Minn.VOR	*Prior INT,Minn.	
Via S alter. *4000 - MRA **2300 - MOCA	Via S alter.	**4000
*Prior INT,Minn. Via S alter. *10500 - MCA Prior INT,E-bound & W-bound **5000 - MRA ***2200 - MOCA	**Hastings INT,Minn. Via S alter.	***10500
Hastings INT, Minn. Via S alter. *2400 - MOCA	Martell INT,Wis. Via S alter.	*5000
Martell INT,Wis. Via S alter.	Eau Claire,Wis.VOR Via S alter.	2600

Section 610.6030 VOR Civil Airway 30
is amended to read in part:

FROM	TO	MEA
*New Berlin INT, Wis. Via S alter. *3500 - MRA **3000 - MRA ***2100 - MOCA	**Oakwood INT,Wis. Via S alter.	***3000
Oakwood INT,Wis. Via S alter. *2100 - MOCA	Racine INT,Wis. Via S alter.	*3000

Section 610.6038 VOR Civil Airway 38
is amended to read in part:

FROM	TO	MEA
Iowa City,Iowa VOR	Buffalo INT,Iowa	2100
Buffalo INT,Iowa *4000 - MRA. **2100 - MOCA	*Annawan INT,Ill.	**4000
Annawan INT,Ill. *2000 - MOCA	Triumph INT,Ill.	*6000
Triumph INT,Ill.	Joliet,Ill.VOR	2000

Section 610.6047 VOR Civil Airway 47
is amended to read in part:

FROM	TO	MEA
Cincinnati,Ohio VOR	Camden INT,Ohio	3000
Camden INT,Ohio	Englewood INT,Ohio	2500
Englewood INT, Ohio	Dayton,Ohio VOR	2300

Section 610.6062 VOR Civil Airway 62
is amended to read in part:

FROM	TO	MEA
Lubbock,Tex.VOR *4500 - MOCA	Spur INT,Tex.	*5700
Spur INT,Tex. *3600 - MOCA	Abilene,Tex.VOR	*5300

Section 610.6063 VOR Civil Airway 63
is amended to delete:

FROM	TO	MEA
Burlington,Iowa VOR	Moline,Ill.VOR	2300
Moline,Ill.VOR Via W alter.	Janesville,Wis.VOR Via W alter.	2200 2200
Janesville,Wis. VOR Via W alter.	Milwaukee,Wis. VOR Via W alter.	2500

Section 610.6063 VOR Civil Airway 63
is amended by adding:

FROM	TO	MEA
Burlington,Iowa VOR	Buffalo INT,Iowa	2300
Buffalo INT, Iowa *4000 - MCA Charlotte INT, NE-bound **2300 - MOCA	*Charlotte INT, Iowa	**2500
Charlotte INT, Iowa *2500 - MOCA	Freeport INT,Ill.	*4000
Freeport INT,Ill.	Janesville,Wis.VOR	2500

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
*San Diego,Calif. VOR *3000 - MCA San Diego VOR, E-bound **4000 - MCA El Centro VOR, W-bound	**El Centro,Calif. VOR	8000
Barrett Lake, Calif. FM	Jamul,Calif.LF/RBN W-bound only	6000
Jamul,Calif. LF/RBN	San Diego,Calif.VOR W-bound only	4500

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Hobbs,N.Mex.VOR (deletes MRA at Pipe Line INT)	Pipe Line INT,Tex.	5300

Section 610.6069 VOR Civil Airway 69
is amended to read in part:

FROM	TO	MEA
Shreveport,La. VOR *3000 - MRA	*Gordon INT,La.	1600
Gordon INT,La.	El Dorado,Ark.VOR	1600

Section 610.6075 VOR Civil Airway 75
is amended to delete:

FROM	TO	MEA
Flat Rock,Va.VOR	Gordonsville,Va. VOR	2000

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
Austin,Tex.VOR McDade INT,Tex. *1700 - MOCA	McDade INT,Tex. Sealy INT,Tex.	2000 *3500

Section 610.6084 VOR Civil Airway 84
is amended to delete:

FROM	TO	MEA
Bradford,Ill.VOR Joliet,Ill.VOR	Joliet,Ill.VOR Chicago Midway Arpt.Ill.TVOR	2000 2000

Section 610.6084 VOR Civil Airway 84
is amended to read in part:

FROM	TO	MEA
U.S. Canadian Border	Buffalo,N.Y.VOR	2300

Section 610.6084 VOR Civil Airway 84
is amended by adding:

FROM	TO	MEA
*Shabbona INT, Ill. *3500 - MRA **2200 - MOCA	Dundee INT,Ill.	**3500
Dundee INT,Ill.	Wheeling,Ill.VOR	2200

Section 610.6092 VOR Civil Airway 92
is amended to read in part:

FROM	TO	MEA
Goshen,Ind.VOR	Millersburg INT, Ind.	2000
Millersburg INT, Ind.	Bryan INT,Ohio	3000
Millsboro INT,Pa. Uniontown INT, Pa.	Uniontown INT,Pa. Grantsville,Md. VOR	4000 5000

Section 610.6092 VOR Civil Airway 92
is amended by adding:

FROM	TO	MEA
Joliet,Ill.VOR	Chicago Hgts,Ill. VOR	2300

Section 610.6093 VOR Civil Airway 93
is amended to delete:

FROM	TO	MEA
Riverdale,Md. LF/RBN	Baltimore,Md.VOR	1600

Section 610.6097 VOR Civil Airway 97
is amended to delete:

FROM	TO	MEA
Chicago Hgts,Ill. VOR	City INT,Ill.	2000
City INT,Ill. *3600 - MRA **2500 - MOCA	*Lake Forest INT, Ill.	**3000
Lake Forest INT, Ill. *2100 - MOCA	Fox Lake INT,Ill.	*3600

VOR Civil Airway 97 - cont'd.

FROM	TO	MEA
Fox Lake INT,Ill. *2000 - MOCA	Woodstock INT,Ill.	*2500
Woodstock INT, Ill.	Janesville,Wis. VOR	2400
Janesville,Wis. VOR	Lone Rock,Wis.VOR	3100
Janesville,Wis. VOR Via W alter.	Argyle INT,Wis. Via W alter.	2200
Argyle INT,Wis. Via W alter.	Lone Rock,Wis.VOR Via W alter.	2400

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Diamond Bluff INT,Wis. *5000 - MRA	*Hastings INT,Minn.	2400
Hastings INT, Minn.	Minneapolis,Minn. ILS loc.	2400

Section 610.6097 VOR Civil Airway 97
is amended by adding:

FROM	TO	MEA
Hebron INT,Ill.	Janesville,Wis.VOR	2500
Janesville,Wis. VOR	New Glarus INT, Wis.	2200
New Glarus INT, Wis.	Lone Rock,Wis.VOR	3100

Section 610.6099 VOR Civil Airway 99
is amended to read in part:

FROM	TO	MEA
Newberg,Ore.VOR	Pittsburg INT,Ore. N-bound S-bound	5000 4000
Pittsburg INT, Ore.	Winlock INT,Wash.	5000
Winlock INT,Wash.	Olympia,Wash.VOR N-bound S-bound	4000 5000

Section 610.6100 VOR Civil Airway 100
is amended to read in part:

FROM	TO	MEA
Waterloo,Iowa VOR *3100 - MOCA	Dubuque INT,Iowa	*6000
Dubuque INT,Iowa *2500 - MOCA	Polo,Ill. VOR	*6000

Section 610.6100 VOR Civil Airway 100
is amended by adding:

FROM	TO	MEA
Rockford,Ill.VOR	Elgin INT,Ill.	2500
Elgin INT,Ill.	Wheeling,Ill.VOR	2200

Section 610.6103 VOR Civil Airway 103
is amended by adding:

FROM	TO	MEA
Greensboro,N.C. VOR	Roanoke,Va.TVOR	5600
Price INT,Va.	Greensboro,N.C.VOR S-bound only	3000

VOR Civil Airway 103 - cont'd.

FROM	TO	MEA
Roanoke,Va.TVOR	Covington INT,Va.	6000
Covington INT,Va. *6700 - MOCA	Elkins,W.Va.VOR	*10000

Section 610.6105 VOR Civil Airway 105
is amended to read in part:

FROM	TO	MEA
Phoenix,Ariz.VOR	Prescott,Ariz.VOR	10000
Rock Springs INT, Ariz.	Phoenix,Ariz.VOR SE-bound only	8500

Section 610.6107 VOR Civil Airway 107
is amended to delete:

FROM	TO	MEA
*Los Angeles, Calif.VOR *3000 - MCA Los Angeles VOR,NW-bound	Fillmore,Calif. VOR	5000
Shoreline INT, Calif.	Los Angeles,Calif.VOR SE-bound only	3000

Section 610.6107 VOR Civil Airway 107
is amended by adding:

FROM	TO	MEA
Long Beach,Calif. VOR *4000 - MCA Pt. Dume INT, W-bound	*Pt.Dume INT, Calif.	3000
Pt. Dume INT, Calif. *9000 - MCA Fillmore VOR, N-bound	*Fillmore,Calif. VOR	5000

Section 610.6126 VOR Civil Airway 126
is amended to read in part:

FROM	TO	MEA
Goshen,Ind.VOR	Millersburg INT, Ind.	2000
Millersburg INT, Ind.	Bryan INT,Ohio	3000

Section 610.6129 VOR Civil Airway 129
is amended to delete:

FROM	TO	MEA
Polo,Ill.VOR	Argyle INT,Wis.	2200
Argyle INT,Wis.	Lone Rock,Wis.VOR	2400

Section 610.6129 VOR Civil Airway 129
is amended by adding:

FROM	TO	MEA
Rockford,Ill.VOR *4000 - MCA Freeport INT, N-bound	*Freeport INT,Ill.	2500
Freeport INT,Ill. *2400 - MOCA	Lone Rock,Wis.VOR	*4000

Section 610.6143 VOR Civil Airway 143
is amended to read in part:

FROM	TO	MEA
Charlotte,N.C.VOR *2300 - MOCA (deletes MRA at Bradley INT)	Bradley INT,N.C.	*2500

Section 610.6149 VOR Civil Airway 149
is amended to read in part:

FROM	TO	MEA
Binghamton,N.Y. VOR *4500 - MRA	*Georgetown INT, N.Y.	3500
Georgetown INT, N.Y.	Sherrill INT,N.Y.	3500

Section 610.6153 VOR Civil Airway 153
is amended to read in part:

FROM	TO	MEA
Wilkes-Barre,Pa. VOR	*Sidney INT,N.Y.	4000
*4500 - MRA		
Sidney INT,N.Y.	*Georgetown INT, N.Y.	**4500
*4500 - MRA		
**3500 - MOCA		
Georgetown INT, N.Y.	Syracuse N.Y.VOR	*4500
*3500 - MOCA		

Section 610.6155 VOR Civil Airway 155
is amended by adding:

FROM	TO	MEA
Raleigh,N.C.VOR	Lawrenceville,Va. VOR	1800
Lawrenceville,Va. VOR	Flat Rock,Va.VOR	1500
Flat Rock,Va.VOR	Gordonsville,Va. VOR	2000

Section 610.6157 VOR Civil Airway 157
is amended to read in part:

FROM	TO	MEA
Lawrenceville, Va. VOR	Richmond,Va.LFR	1500

Section 610.6161 VOR Civil Airway 161
is amended to read in part:

FROM	TO	MEA
Ft.Worth(Carter) ILS loc.	Justin INT,Tex.	*2000
*1900 - MOCA		
Justin INT,Tex.	Fox INT,Tex.	*2500
*2000 - MOCA		
Fox INT,Tex.	Ardmore,Okla.VOR	*2500
*2400 - MOCA		
Diamond Bluff INT,Wis.	*Hastings INT,Minn.	2400
*5000 - MRA		
Hastings INT, Minn.	Minneapolis,Minn. ILS loc.	2400

Section 610.6163 VOR Civil Airway 163
is amended by adding:

FROM	TO	MEA
Ardmore,Okla.VOR	Oklahoma City, Okla. VOR	2700
Ardmore,Okla.VOR Via E alter.	Oklahoma City,Okla.VOR Via E alter.	*3000
*2700 - MOCA		

Section 610.6163 VOR Civil Airway 163
is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	Spring Branch INT, Tex.	*2700
*2600 - MOCA		
*Mill INT,Tex.	Mineral Wells,Tex. VOR	2400
*3500 - MRA		

Section 610.6165 VOR Civil Airway 165
is amended by adding:

FROM	TO	MEA
Alhambra INT, Calif.	Long Beach,Calif.VOR S-bound only	3000

Section 610.6171 VOR Civil Airway 171
is amended to delete:

FROM	TO	MEA
Joliet,Ill.VOR	Sycamore INT,Ill.	2000
Sycamore INT,Ill.	Janesville,Wis.VOR	2100
Janesville,Wis. VOR	Mendota INT,Wis.	2700

Section 610.6171 VOR Civil Airway 171
is amended by adding:

FROM	TO	MEA
Joliet,Ill.VOR	Sycamore INT,Ill.	2000
Sycamore INT, Ill.	*Rockford,Ill.VOR	2100
*2500 - MCA Rockford VOR, NW-bound		
Rockford,Ill.VOR	New Glarus INT, Wis.	2500
New Glarus INT, Wis.	Lone Rock,Wis.VOR	3100

Section 610.6172 VOR Civil Airway 172
is amended to read:

FROM	TO	MEA
Des Moines,Iowa VOR	*Monroe INT,Iowa	2200
*3500 - MRA		
Monroe INT,Iowa	Grinnell INT,Iowa	2200
Grinnell INT, Iowa	Cedar Rapids,Iowa VOR	2200
Cedar Rapids, Iowa VOR	Charlotte INT, Ill.	*2500
*2200 - MOCA		
Charlotte INT, Ill.	Polo,Ill.VOR	2200
Polo,Ill.VOR	Sycamore INT,Ill.	2000
Sycamore INT, Ill.	Chicago (O'Hare), Ill. TVOR	2500

Section 610.6173 VOR Civil Airway 173
is amended to read in part:

FROM	TO	MEA
Roberts,Ill.VOR	*Manteno INT,Ill.	**2500
*2500 - MRA		
**2000 - MOCA		
Manteno INT,Ill.	Big Run INT,Ill.	*2500
*2000 - MOCA		
Big Run INT,Ill.	Chicago (Midway), Ill. TVOR	2100

Section 610.6177 VOR Civil Airway 177
is amended to read:

FROM	TO	MEA
Naperville,Ill. VOR	*Genoa INT,Ill.	2200
*2600 - MRA		
Genoa INT,Ill.	Janesville,Wis.VOR	2200

Section 610.6187 VOR Civil Airway 187
is amended to delete:

FROM	TO	MEA
Chicago Hgts,Ill. VOR	*Bull Head INT, Ill.	2500
*2500 - MRA		
Bull Head INT, Ill.	*Papi INT,Ill.	2500
*2500 - MRA		
Papi INT,Ill.	*Taylor INT,Wis.	**4500
*4500 - MCA Taylor INT, S-bound		
**2000 - MOCA		
Taylor INT,Wis.	Racine INT,Wis.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT, Wis.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	2300
Chicago Hgts,Ill. VOR	Beacon INT,Ill.	
Via E alter.	Via E alter.	2000
Beacon INT,Ill.	*White Fish INT,Ill.	
Via E alter.	Via E alter.	2500
*3500 - MRA		
White Fish INT, Ill.	Taylor INT,Ill.	
Via E alter.	Via E alter.	*3500
*2000 - MRA		
Taylor INT,Ill.	Racine INT,Wis.	
Via E alter.	Via E alter.	*3000
*2000 - MOCA		
Racine INT,Wis.	*New Berlin INT,Wis.	
Via E alter.	Via E alter.	**3000
*3500 - MRA		
**2100 - MOCA		
New Berlin INT, Wis.	Milwaukee,Wis.VOR	
Via E alter.	Via E alter.	2300

Section 610.6191 VOR Civil Airway 191
is amended to read in part:

FROM	TO	MEA
Roberts,Ill.VOR	*Manteno INT,Ill.	**2500
*2500 - MRA		
**2000 - MOCA		
Manteno INT,Ill.	Big Run INT,Ill.	*2500
*2000 - MOCA		
Big Run INT,Ill.	Chicago (Midway), Ill. TVOR	2100
Racine INT,Wis.	*Oakwood INT,Wis.	**3000
*3000 - MRA		
**2100 - MOCA		
Oakwood INT,Wis.	*New Berlin INT, Wis.	**3000
*3500 - MRA		
**2100 - MOCA		

Section 610.6193 VOR Civil Airway 193
is amended by adding:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Millersburg INT, Ind.	2300
Millersburg INT, Ind.	Keeler,Mich.VOR	2000
Keeler,Mich.VOR	Pullman,Mich.VOR	2100

Section 610.6207 VOR Civil Airway 207
is amended to read in part:

FROM	TO	MEA
Norwood INT,N.C.	Highfalls INT,N.C.	*3500
*1800 - MOCA		
Highfalls INT, N.C.	Moncure INT,N.C.	*1800
*1400 - MOCA		

Section 610.6209 VOR Civil Airway 209
is amended to read:

FROM	TO	MEA
Long Beach, Calif.VOR	*Pt.Dume INT, Calif.	3000
*4000 - MCA Pt.Dume INT, W-bound		
Pt.Dume INT, Calif.	Fillmore,Calif. VOR	5000
*Fillmore,Calif. VOR	Reyes INT,Calif. SE-bound	9000
	NW-bound	12500
*10500 - MCA Fillmore VOR, NW-bound		

Section 610.6217 VOR Civil Airway 217
is amended to delete:

FROM	TO	MEA
Naperville,Ill. VOR	*Lake Forest INT, Ill.	**3000
*3600 - MRA		
**2500 - MOCA		
Lake Forest INT, Ill.	*Bristol INT,Wis.	**3000
*3000 - MRA		
**2000 - MOCA		
Bristol INT,Wis.	Milwaukee,Wis. ILS loc.	2000

Section 610.6217 VOR Civil Airway 217
is amended by adding:

FROM	TO	MEA
Chicago(O'Hare), Ill. TVOR	Taylor INT,Wis.	*3000
*2000 - MOCA		
Taylor INT,Wis.	Racine INT,Wis.	*3000
*2000 - MOCA		
Racine INT,Wis.	*Oakwood INT,Wis.	**3000
*3000 - MRA		
**2100 - MOCA		
Oakwood INT,Wis.	Milwaukee,Wis. ILS loc.	2000

Section 610.6218 VOR Civil Airway 218
is amended to read in part:

FROM	TO	MEA
Sycamore INT,Ill.	Naperville,Ill.VOR	2000

Section 610.6219 VOR Civil Airway 219
is amended to delete:

FROM	TO	MEA
Janesville,Wis. VOR	*New Berlin INT, Wis.	**3500
*3500 - MRA		
**2400 - MOCA		

Section 610.6233 VOR Civil Airway 233
is amended by adding:

FROM	TO	MEA
Moline,Ill.VOR	Cedar Rapids,Iowa VOR	2200

Section 610.6255 VOR Civil Airway 255
is added to read:

FROM	TO	MEA
Burlington, Iowa VOR	Moline, Ill. VOR	2300
Moline, Ill. VOR	Thomson INT, Ill.	2200
Thomson INT, Ill.	Rockford, Ill. VOR	2500
Rockford, Ill. VOR	Janesville, Wis. VOR	2500

Section 610.6259 VOR Civil Airway 259
is amended to read in part:

FROM	TO	MEA
Charlotte, N.C. VOR	Maiden INT, N.C.	3100
*Maiden INT, N.C.	Tri-City, Tenn. VOR	8000

*7000 - MCA Maiden INT, NW-bound

Section 610.6262 VOR Civil Airway 262
is added to read:

FROM	TO	MEA
Bradford, Ill. VOR	Joliet, Ill. VOR	2000
Joliet, Ill. VOR	Chicago (Midway), Ill. TVOR	2000

Section 610.6264 VOR Civil Airway 264
is added to read:

FROM	TO	MEA
*Ontario, Calif. VOR	**Giant Rock INT, Calif.	14000

*10000 - MCA Ontario VOR, E-bound
**14000 - MRA

Section 610.6266 VOR Civil Airway 266
is added to read:

FROM	TO	MEA
So. Boston, Va. VOR	Lawrenceville, Va. VOR	1800

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are revised, designated, redesignated or cancelled and shall become effective March 14, 1957:

REVISED:

(1) KEENAN INTSXN, TEX. VHF. (HOU 330/CLL 103) change MRA to read: 2000'.

DESIGNATED:

(1) ALCOVA, WYO. (VHF) INTSXN - the intsxn of the 216°T radial of the Casper, Wyo. VOR and the 336°T radial of the Rock River, Wyo. VOR.

(2) ARMONK, N.Y. (VHF) INTSXN - the intsxn of the 285°T radial of the Riverhead, N.Y. VOR, the 240°T radial of the Wilton, Conn. VOR and the 112°T radial of the Huguenot, N.Y. VOR.

(3) ASBURY, N.J. (VHF) INTSXN - the intsxn of the 151°T radial of the Colts Neck, N.J. VOR and the 031°T radial of the Coyle, N.J. VOR.

(4) ASHLEY, OHIO (VHF) INTSXN - the intsxn of the 309°T radial of the Appleton, Ohio VOR and the 224°T radial of the Mansfield, Ohio VOR.

(5) BERWICK, PA. (VHF) INTSXN - the intsxn of the 125°T radial of the Williamsport, Pa. VOR and the 056°T radial of the Selinsgrove, Pa. VOR.

(6) BUFFALO, IOWA (VHF) INTSXN - the intsxn of the 093°T radial of the Iowa City, Iowa VOR and the 231°T radial of the Moline, Ill. VOR.

(7) CHARLOTTE, IOWA (VHF) INTSXN - the intsxn of the 270°T radial of the Polo, Ill. VOR and the 326°T radial of the Moline, Ill. VOR.

(8) CHASE CITY, VA. (VHF) INTSXN - the intsxn of the 214°T radial of the Flat Rock, Va. VOR and the 081°T radial of the South Boston, Va. VOR.

(9) CLAYTON, N.C. (VHF) INTSXN - the intsxn of the 116°T radial of the Raleigh, N.C. VOR and the 237°T radial of the Rocky Mount, N.C. VOR.

(10) COMMACK, N.Y. (VHF) INTSXN - the intsxn of the 058°T radial of the Idlewild, N.Y. VOR and the 168°T radial of the Wilton, Conn. VOR.

(11) COTTAGE GROVE, OREG. (VHF) INTSXN - the intsxn of the 173°T radial of the Eugene, Oreg. VOR and the 065°T radial of the North Bend, Oreg. VOR.

(12) COVINGTON, VA. (VHF) INTSXN - the intsxn of the 357°T radial of the Roanoke, Va. TVOR and the 256°T radial of the Montebello, Va. VOR

(13) CRANDALL, TEX. (VHF) INTSXN - the intsxn of the 135°T radial of the Dallas, Tex. VOR and the 072°T radial of the Britton, Tex. VOR.

(14) CRAIG, ALA. (VHF) INTSXN - the intsxn of the 282°T radial of the Montgomery, Ala. VOR and the 146°T radial of the Craig, AFB, Ala. VOR.

(15) DARIEN, CONN. (VHF) INTSXN - the intsxn of the 168°T radial of the Wilton, Conn. VOR and the 285°T radial of the Riverhead, N.Y. VOR.

(16) DUBUQUE, IOWA (VHF) INTSXN - the intsxn of the 097°T radial of the Waterloo, Iowa VOR and the 335°T radial of the Moline, Ill. VOR.

(17) DUNCAN, TEX. (LF) INTSXN - the intsxn of the SE course of the Kelly AFB, Tex. LFR and the SW course of the San Antonio, Tex. ILS lclzr.

(18) DUNDEE, ILL. (VHF) INTSXN - the intsxn of the 340°T radial of the Naperville, Ill. VOR and the 238°T radial Wheeling, Ill. VOR.

(19) DU PAGE, ILL. (VHF) INTSXN - the intsxn of the 317°T radial of the Naperville, Ill. VOR and the 238°T radial of the Wheeling, Ill. VOR.

(20) EATONS POINT, N.Y. (VHF) INTSXN - the intsxn of the 168°T radial of the Wilton, Conn. VOR and the 042°T radial of the Idlewild, N.Y. VOR.

(21) EL DORADO, ARK. RADIOBEACON.

(22) ELLIOTT, FLA. (LF) INTSXN - the intsxn of the SE course of the Miami, Fla. LFR and a 063°T bearing from Homestead AFB, Fla. Rbn.

(23) ENGLEWOOD, OHIO (VHF) INTSXN - the intsxn of the SW course of the Dayton, Ohio ILS lclzr and the 202°T radial of the Dayton, Ohio VOR.

(24) FREEPORT, ILL. (VHF) INTSXN - the intsxn of the 276°T radial of the Rockford, Ill. VOR and the 240°T radial of the Janesville, Wis. VOR.

(25) FULTON, OHIO (VHF) INTSXN - the intsxn of the 329°T radial of the Appleton, Ohio VOR and the 224°T radial of the Mansfield, Ohio VOR.

(26) GARRISON, MONT. (VHF) INTSXN - the intsxn of the 002°T radial of the Butte, Mont. VOR and the 272°T radial of the Helena, Mont. VOR.

(27) GENOA, ILL. (VHF) INTSXN - the intsxn of the 137°T radial of the Janesville, Wis. VOR and the 207°T radial of the Milwaukee, Wis. VOR.

(28) GEORGETOWN, N.Y. (VHF) INTSXN - the intsxn of the 149°T radial of the Syracuse N.Y. VOR and the 023°T radial of the Binghamton, N.Y. VOR.

(29) GORDON, LA. (VHF) INTSXN - the intsxn of the 217°T radial of the El Dorado, Ark. VOR and the 304°T radial of the Monroe, La. VOR.

(30) GREGORY, PA. (VHF) INTSXN - the intsxn of the 118°T radial of the Wheeling, W.Va. VOR and the 180°T bearing from Clinton, Pa. Rbn.

(31) GRIMES, OHIO (VHF) INTSXN - the intsxn of the 060°T radial of the Dayton, Ohio VOR and the 169°T radial of the Findlay, Ohio VOR.

(32) HANOVER, OHIO (VHF) INTSXN - the intsxn of the 127°T radial of the Appleton, Ohio VOR and the front course of the Port Columbus, Ohio ILS lclzr.

(33) HASTINGS, MINN. (VHF) INTSXN - the intsxn of the 265°T radial of the Eau Claire, Wis. VOR the front course of the Minneapolis, Minn. ILS lclzr and the 143°T radial of the Minneapolis, Minn. VOR.

(34) HEBRON, ILL. (VHF) INTSXN - the intsxn of the 089°T radial of the Janesville, Wis. VOR and the 192°T radial of the Milwaukee, Wis. VOR.

(35) HIGHFALLS, N.C. (VHF) INTSXN - the intsxn of the 249°T radial of the Raleigh, N.C. VOR and the 147°T radial of the Greensboro, N.C. VOR.

(36) HOWELL, MICH. (VHF) INTSXN - the intsxn of the 048°T radial of the Litchfield, Mich. VOR and the 291°T radial of the Salem, Mich. VOR.

(37) JUSTIN, TEX. (VHF) INTSXN - the intsxn of the NW course of the Carter, Tex. ILS lclzr and the N course of the Meacham, Tex. ILS lclzr.

(38) KENDALL, FLA. (LF) INTSXN - the intsxn of the SE course of the Miami, Fla. LFR and a 071°T bearing from Perrine, Fla. LFR.

(39) LA JOLLA, CALIF. (LF) INTSXN - the intsxn of the N course of the San Diego, Calif. LFR and the 073°T bearing to Miramar, Calif. Rbn.

(40) LA JOLLA, CALIF. (VHF) INTSXN - the intsxn of the 340°T radial of the San Diego, Calif. VOR and the 073°T bearing to Miramar, Calif. Rbn.

(41) LINCOLN, ILL. (VHF) INTSXN - the intsxn of the 234°T radial of the Joliet, Ill. VOR and the 137°T radial of the Polo, Ill. VOR.

(42) MAIDEN, N.C. (VHF) INTSXN - the intsxn of the 327°T radial of the Charlotte, N.C. VOR and the 074°T radial of the Asheville, N.C. VOR.

(43) MARENGO, ILL. (VHF) INTSXN - the intsxn of the 137°T radial of the Janesville, Wis. VOR and the 093°T radial of the Rockford, Ill. VOR.

(44) MARTELL, WIS. (VHF) INTSXN - the intsxn of the 265°T radial of the Eau Claire, Wis. VOR and the 115°T radial of the Minneapolis, Minn. VOR.

(45) MARYSVILLE, OHIO (VHF) INTSXN - the intsxn of the 277°T radial of the Appleton, Ohio VOR and the 153°T radial of the Findlay, Ohio VOR.

(46) MILFORD, PA. (VHF) INTSXN - the intsxn of the 112°T radial of the Allentown, Pa. VOR and the 044°T radial of the Pottstown, Pa. VOR.

(47) MILLERSBURG, IND. (VHF) INTSXN - the intsxn of the 092°T radial of the Goshen, Ind. VOR and the 150°T radial of the Keeler, Mich. VOR.

(48) MOODY, TEX. (VHF) INTSXN - the intsxn of the 196°T radial of the Waco, Tex. VOR and the 069°T bearing from Gray AFB, Tex. rbn.

(49) NEWARK, OHIO (VHF) INTSXN - the intsxn of the 085°T radial of the Appleton, Ohio VOR and the 173°T radial of the Mansfield, Ohio VOR.

(50) NEW GLARUS, WIS. (VHF) INTSXN - the intsxn of the 294°T radial of the Janesville, Wis. VOR and the 147°T radial of the Lone Rock, Wis. VOR.

(51) OAKWOOD, WIS (VHF) INTSXN - the intsxn of the 135°T radial of the Milwaukee, Wis. VOR and the S course of the Milwaukee, Wis. ILS lclzr.

(52) ORANGE COVE, CALIF. (VHF) INTSXN - the intsxn of the 106°T radial of the Fresno, Calif. VOR and the 058°T radial of the Coalinga, Calif. VOR.

(53) PASCAGOULA, MISS. (VHF) INTSXN - the intsxn of the 259°T radial of the Pensacola, Fla. VOR and the 185°T radial of the Mobile, Ala. VOR.

(54) PLACERVILLE, CALIF. (VHF) INTSXN - the intsxn of the 067°T radial of the Sacramento, Calif. VOR and the 012°T radial of the Modesto, Calif. VOR.

(55) PRICE, VA. (VHF) INTSXN - the intsxn of the 360°T radial of the Greensboro, N.C. VOR and the 261°T radial of the South Boston, Va. VOR.

(56) PURDY, WASH. (VHF) INTSXN - the intsxn of the 262°T radial of the Seattle, Wash. VOR and the 019°T radial of the Olympia, Wash. VOR.

(57) SANIBEL, FLA. (LF) INTSXN - the intsxn of the 169°T radial from the Tampa, Fla. LFR and a 225°T bearing from Fort Myers, Fla. Rbn.

(58) SATIN, TEX. (VHF) INTSXN - the intsxn of the 145°T radial of the Waco, Tex. VOR and the 216°T bearing from Prairie Hill, Tex. Rbn.

...VOR and the Craig AFB, Ala. VOR. the intsxn of the 005°T radial of the Charlotte,

(61) SURF, CALIF. (VHF) INTSXN - the intsxn of the 114°T radial of the Bing-LFR and the 094°T bearing to Miramar, Calif. Rbn. ...PA. (VHF) INTSXN - the intsxn of the 358°T radial of the Wilkes-Barre, Pa. VOR. the intsxn of the N course of the San Diego, Calif.

(62) SURF, CALIF. (VHF) INTSXN - the intsxn of the 340°T radial of the San Diego, Calif. VOR and the 094°T bearing to Miramar, Calif. Rbn.

(63) UNIONTOWN, PA. (VHF) INTSXN - the intsxn of the 021°T radial of the Morgan-town, W.Va. VOR and the 299°T radial of the Grantsville, Md. VOR.

(64) URBANA, OHIO (VHF) INTSXN - the intsxn of the 060°T radial of the Dayton, Ohio VOR and the 277°T radial of the Appleton, Ohio VOR.

(65) UTICA, OHIO (VHF) INTSXN - the intsxn of the 050°T radial of the Appleton, Ohio VOR and the 173°T radial of the Mansfield, Ohio VOR.

(66) WIGGINS, COLO. (VHF) INTSXN - the intsxn of the 061°T radial of the Denver, Colo. VOR and the 272°T radial of the Akron, Colo. VOR.

(67) YOSEMITE, CALIF. (VHF) INTSXN - the intsxn of the 080°T radial of the Modesto, Calif. VOR and the 347°T radial of the Fresno, Calif. VOR.

(68) YULES, FLA. (VHF) INTSXN - the intsxn of the 319°T radial of the Jacksonville, Fla. VOR and the 216°T radial of the Brunswick, Ga. VOR.

REDESIGNATED:

(1) BALTIC, OHIO (VHF) INTSXN - the intsxn of the 121°T radial of the Mansfield, Ohio VOR and the 282°T radial of the Wheeling, W.Va. VOR.

(2) BIG ROCK, IOWA (VHF) INTSXN - the intsxn of the 063°T radial of the Iowa City, Iowa VOR and the 279°T radial of the Moline, Ill. VOR.

(3) BIG RUN, ILL. (VHF) INTSXN - the intsxn of the 056°T radial of the Joliet, Ill VOR and the 125°T radial of the Naperville, Ill. VOR.

(4) BRADLEY, N.C. (VHF) INTSXN - the intsxn of the 037°T radial of the Charlotte, N.C. VOR and the 097°T radial of the Asheville, N.C. VOR.

(5) CODY, FLA. (VHF) INTSXN - the intsxn of the 128°T radial of the Tallahassee, Fla. VOR and the 236°T radial of the Valdosia, Ga. VOR.

(6) COLONA, ILL. (VHF) INTSXN - the intsxn of the 200°T radial of the Moline, Ill. VOR and the E course of the Quad City, Ill. ILS lclzr.

(7) CROOKS, OHIO (VHF) INTSXN - the intsxn of the 307°T radial of the Parkersburg, W.Va, VOR and the 028°T bearing to the Zanesville, Ohio Rbn.

(8) ELGIN, ILL. (VHF) INTSXN - the intsxn of the 340°T radial of the Naperville, Ill. VOR and the 273°T radial of the Wheeling, Ill. VOR.

(9) ELIZABETH, IND. (VHF) INTSXN - the intsxn of the 269°T radial of the Louisville, Ky. VOR and the 155°T bearing toward Ft. Knox, Ky. Rbn.

(10) GATOR, FLA. (LF) INTSXN - the intsxn of the N course of the Perrine, Fla. LFR and a 306°T bearing from Marine Miami, Fla. Rbn.

(11) LONGVIEW, WASH. (VHF) INTSXN - the intsxn of the 355°T radial of the Newberg, Oreg. VOR and the 309°T radial of the Portland, Oreg. VOR.

(12) MANTENO, ILL. (VHF) INTSXN - the intsxn of the 132°T radial of the Joliet, Ill. VOR and the 008°T radial of the Roberts, Ill. VOR.

(13) MT. HOLLY, N.C. (VHF) INTSXN - the intsxn of the 005°T radial of the Charlotte, N.C. VOR and the 064°T radial of the Spartanburg, S.C. VOR.

(14) NEW RIVER, FLA. (LF) INTSXN - the intsxn of the N course of the Perrine, Fla. LFR and a 221°T bearing from West Palm Beach, Fla. LFR.

(15) PITTSBURG. , OREG. (VHF) INTSXN - the intsxn of the 355°T radial of the Newburg, Oreg. VOR and the 301°T radial of the Portland, Oreg. VOR,

(16) RADIO, TEX. (VHF) INTSXN - the intsxn of the 128° T radial of the Midland, Tex. VOR and the NE course of the Midland, Tex. ILS lclzr.

(17) SCAPPOOSE, OREG. (VHF) INTSXN - the intsxn of the 355°T radial of the Newburg, Oreg. VOR and the W course of the Portland, Oreg. ILS lclzr.

(18) SHABBONA, ILL. (VHF) INTSXN - the intsxn of the 153°T radial of the Rockford, Ill. VOR and the 238°T radial of the Wheeling, Ill. VOR and the 269°T radial of the Naperville, Ill. VOR.

(19) SPUR, TEX. (VHF) INTSXN - the intsxn of the 327°T radial of the Abilene, Tex. VOR and the 222°T radial of the Guthrie, Tex. VOR and the 101°T radial of the Lubbock, Tex. VOR.

(20) SUGAR GROVE, ILL. (VHF) INTSXN - the intsxn of the 269°T radial of the Naperville Ill. VOR and the 313°T radial of the Joliet, Ill. VOR.

(21) SYCAMORE, ILL. (VHF) INTSXN - the intsxn of the 088°T radial of the Polo, Ill. VOR and the 132°T radial of the Rockford, Ill. VOR and the 292°T radial of the Naperville, Ill. VOR.

(22) THOMSON, ILL. (VHF) INTSXN - the intsxn of the 268°T radial of the Polo, Ill. VOR and the 056°T radial of the Moline, Ill. VOR.

(23) UNION, MICH. (VHF) INTSXN - the intsxn of the 075°T radial of the South Bend VOR and the 150°T radial of the Keeler, Mich. VOR.

(24) WINLOCK, WASH. (VHF) INTSXN - the intsxn of the 195°T radial of the Olympia, Wash. VOR and the W course of the Toledo, Wash. LFR.

(25) WINN RANCH, TEX. (VHF) INTSXN - the intsxn of the 207°T radial of the Austin, Tex. VOR and the 057°T radial of the San Antonio, Tex. VOR.

CANCELLED:

(1) ANNAWAN, ILL. (VHF) INTSXN - the intsxn of the 087° mag radial of the Iowa City, Iowa VOR and the 134° mag radial of the Moline, Ill. VOR. (Changed to Compulsory)

(2) ARGYLE, WIS. (VHF) INTSXN - the intsxn of the 279° mag radial of the Janesville, Wis. VOR and the 157° mag radial of the Lone Rock, Wis. VOR.

...the intsxn of the 114°T radial of the Allentown, Pa. ...the intsxn of the 358°T radial of the Wilkes-Barre, Pa. ...the intsxn of the 340°T radial of the Quakertown, ...the intsxn of the 021°T radial of the Morgantown, ...the intsxn of the 060°T radial of the Dayton, ...the intsxn of the 050°T radial of the Appleton, ...the intsxn of the 061°T radial of the Denver, ...the intsxn of the 080°T radial of the Modesto, ...the intsxn of the 319°T radial of the Jacksonville, ...the intsxn of the 121°T radial of the Mansfield, ...the intsxn of the 063°T radial of the Iowa City, ...the intsxn of the 056°T radial of the Joliet, ...the intsxn of the 037°T radial of the Charlotte, ...the intsxn of the 128°T radial of the Tallahassee, ...the intsxn of the 200°T radial of the Moline, ...the intsxn of the 307°T radial of the Parkersburg, ...the intsxn of the 340°T radial of the Naperville, ...the intsxn of the 269°T radial of the Louisville, ...the intsxn of the N course of the Perrine, ...the intsxn of the 355°T radial of the Newberg, ...the intsxn of the 132°T radial of the Joliet, ...the intsxn of the 005°T radial of the Charlotte, ...the intsxn of the 355°T radial of the Newburg, ...the intsxn of the 128° T radial of the Midland, ...the intsxn of the 355°T radial of the Newburg, ...the intsxn of the 153°T radial of the Rockford, ...the intsxn of the 327°T radial of the Abilene, ...the intsxn of the 269°T radial of the Naperville ...the intsxn of the 088°T radial of the Polo, ...the intsxn of the 268°T radial of the Polo, ...the intsxn of the 075°T radial of the South Bend ...the intsxn of the 195°T radial of the Olympia, ...the intsxn of the 207°T radial of the Austin, ...the intsxn of the 087° mag radial of the Iowa City, ...the intsxn of the 279° mag radial of the Janesville,

(3) BRISTOL, WIS. (VHF) INTSXN - the intsxn of the 159° mag radial of the Milwaukee, Wis. VOR and the front course of the Milwaukee, Wis. ILS lclzr.

(4) FOX LAKE, ILL. (VHF) INTSXN - the intsxn of the 104° mag radial of the Janesville, Wis. VOR and the 173° mag radial of the Milwaukee, Wis VOR.

(5) GLEN ELLYN, ILL. (VHF) INTSXN - the intsxn of the 020° mag radial of the Janesville, Ill. VOR and the 292° mag radial of the Chicago, (Midway), Ill. TVOR.

(6) HANCOCK, N.Y. (VHF) INTSXN - the intsxn of the Binghamton, N.Y. VOR direct radial to Wilton, Conn. VOR and the 030° mag radial of the Wilkes-Barre, Pa. VOR.

(7) JUSTIN, TEX. (LF) INTSXN - the intsxn of the N course of the Ft. Worth, Tex. LFR and the NW course of the Ft. Worth, (Carter), Tex. ILS lclzr.

(8) LAKE FOREST, ILL. (VHF) INTSXN - the intsxn of the 104° mag radial of the Janesville, Wis. VOR and the 340° mag radial of the Chicago Heights, Ill. VOR.

(9) LEWISBURG, OHIO (VHF) INTSXN - the intsxn of the 060°T radial of the Dayton, Ohio VOR and the 279°T radial of the Appleton, Ohio VOR.

(10) MILLS, WIS. (VHF) INTSXN - the intsxn of the 014° mag radial of the Janesville, Wis. VOR and the 271° mag radial of the Milwaukee, Wis. VOR.

(11) PRAIRIE, IOWA (VHF) INTSXN - the intsxn of the 087° mag radial of the Iowa City, Iowa VOR and the 240° mag radial of the Moline, Ill. VOR.

(12) WOODSTOCK, ILL. (VHF) INTSXN - the intsxn of the 104° mag radial of the Janesville, Wis. VOR and the 187° mag radial of the Milwaukee, Wis. VOR.

NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are revised, designated, redesignated or cancelled and shall become effective 3/14/57.

REVISED:

(1) BEDFORD, TEX. (VHF) INTSXN - (NW ACF ILS/MWL 067). Change minimum holding altitude from 2000' to 2800'.

(2) SOMERSET, TEX. RBN - Change minimum holding altitude from 2100' to 1900'.

DESIGNATED:

(1) ASHLEY, OHIO (VHF) INTSXN - direction of holding - NW on the 309°T radial of the Appleton, Ohio VOR; direction of turns - RIGHT; time - one minute.

(2) BREMERTON, WASH. (VHF) INTSXN - direction of holding - W on the 292°T radial of the Seattle, Wash. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 4500'.

(3) EL DORADO, ARK RBN - direction of holding - NW on the 317°T bearing from Rbn; direction of turns - RIGHT; time - one minute; minimum altitude - 1400'.

(4) EL DORADO, ARK. VOR - direction of holding - NE on the 037°T radial; direction of turns - RIGHT; time - one minute; minimum altitude - 1400'.

(5) EUGENE, OREG. LFR - direction of holding - N on N course; direction of turns - RIGHT; time - one minute; minimum altitude - 2000'.

(6) EUGENE, OREG. VOR - direction of holding - N on the 016°T radial; direction of turns - RIGHT; time - one minute; minimum altitude - 2000'.

(7) HANOVER, OHIO (VHF) INTSXN - direction of holding - SE on the 127°T radial of the Appleton, Ohio VOR; direction of turns - RIGHT; time - one minute.

(8) HIGHFALLS, N.C. (VHF) INTSXN - direction of holding - SW on the 249°T radial of the Raleigh , N.C. VOR; direction of turns - LEFT; time - two minutes; minimum altitude - 1800'.

(9) HOWELL, MICH. (VHF) INTSXN - direction of holding - NW on the 291°T radial of the Salem, Mich. VOR; direction of turns - LEFT; time - one minute; minimum altitude - 2900'.

(10) MARYSVILLE, OHIO (VHF) INTSXN - direction of holding - E on the 277°T radial of the Appleton, Ohio VOR; direction of turns - LEFT; time - one minute.

(11) MT. SYLVAN, TEX. (VHF) INTSXN - direction of holding - E on the 273°T radial of the Gregg Co. Tex. VOR; direction of rurns - RIGHT; time - one minute; minimum altitude - 1800'.

(12) NEWARK, OHIO (VHF) INTSXN - direction of holding - E on the 085°T radial of the Appleton, Ohio VOR; direction of turns - LEFT; time - one minute.

(13) PURDY, WASH. (VHF) INTSXN - direction of holding - W on the 262°T radial of the Seattle, Wash. VOR; direction of turns - RIGHT; time - one minute; minimum alt. - 3000'.

(14) UTICA, OHIO (VHF) INTSXN - direction of holding - NE on the 050°T radial of the Appleton, Ohio VOR; direction of turns - RIGHT; time - one minute.

(15) YAKIMA, WASH. ILS/LOM - direction of holding - SE on SE course ILS lclzr; direction of turns - LEFT; time - one minute; minimum altitude - 3500'.

(16) YULES, FLA. (VHF) INTSXN - direction of holding - NW on the 319°T radial of the Jacksonville, Fla. VOR; direction of turns - RIGHT; time - one minute; min alt - 1200'.

REDESIGNATED:

(1) COVINA, CALIF. (VHF) INTSXN - direction of holding - N on the 024°T radial of the Long Beach, Calif. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 9000'.

(2) MT. HOLLY, N.C. (VHF) INTSXN - direction of holding - N on the 005°T radial of the Charlotte, N.C. VOR; direction of turns - RIGHT; time - one minute.

CANCELLED:

(1) BUTLER, PA. RBN - direction of holding - N on the 190° mag inbound bearing; direction of turns - LEFT; time - two minutes. (Changed to standard pattern)

(2) GLEN ELLYN, ILL. (VHF) INTSXN - direction of holding - W on the 292° mag radial of the Chicago (Midway), Ill. TVOR; direction of turns - RIGHT; time - one minute; minimum altitude - 2500'.

(5 Feb 1957)

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective March 14, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Amber civil airway No. 2 (Daggett, Calif. to Point Barrow, Alaska), caption changed and is amended by changing all the portion before Good Springs, Nev. nondirectional rdo bcn to read: "From the Daggett, Calif. rdo rng stn via the Good Springs, Nev. nondirectional rdo bcn;" (Note: Above change deletes portion A-2 between San Pedro intsxn and Daggett LF rng).

(2) Amber civil airway No. 13 (Washington, D. C. to New York, N.Y.), is revoked.

(3) Amber civil airway No. 14 (Washington, D.C. to New York, N.Y.), is revoked.

(4) Amber civil airway No. 15 (Washington, D.C. to New York, N.Y.), is revoked.

(5) Amber civil airway No. 19 (Washington, D.C. to New York, N.Y.), is revoked.

(6) Red civil airway No. 113 (Hawaiian Islands), is added to read: "From the Makapuu Point, Oahu, T.H., nondirectional rdo bcn to the intsxn of a line bearing 62°T from the Makapuu Point nondirectional rdo bcn with the N course of the Maui, T.H. rdo rng."

(7) VOR civil airway No. 1 (Charleston, S.C. to New York, N.Y.), is amended by changing the last sentence to read: "those portions of this arwy between the point of intsxn of the Coyle, N.J. omnirng 203°T and the Woodstown, N.J. omnirng 106°T radials and the point of intsxn of the Colts Neck, N.J. omnirng 073°T and the Coyle, N.J. omnirng 031° T radials lying more than 3 miles either side of the center line, and those portions in conflict with the Patuxent Restricted Area (R-43) and the Warren Grove Restricted Area (R-26), are excluded."

(8) VOR civil airway No. 3 (Key West, Fla. to Presque Isle, Me.), is amended by changing the portion which reads: "Lawrenceville, Va., omnirng stn; intsxn of the Lawrenceville omnirng 035°T and the Flat Rock omnirng 171°T radials, excluding the portion which overlaps the Camp Pickett restricted area (R-44);" to read: "point of intsxn of the Raleigh omnirng 008°T and the South Boston, Va. omnirng 081°T radials;" (Note: Redesignated V3 from Raleigh VOR to Flat Rock VOR via the Chase City Intsxn. Renumbered the existing VOR arwy portion from Raleigh VOR to Flat Rock VOR via Lawrenceville VOR as a part of V155).

(9) VOR civil airway No. 6 (Oakland, Calif. to New York, N.Y.), is amended by changing the portion which reads: "Moline, Ill. omnirng stn, including a S alternate" to read: "Moline, Ill omnirng stn, including a S alternate via the intsxn of the Iowa City omnirng 093°T and the Moline omnirng 230°T radials;" (Note: Redesignated V6S between Iowa City VOR and Moline VOR).

(10) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wis.), is amended by changing all after the Chicago Heights, Ill. omnirng stn to read: "Chicago Heights, Ill. omnirng stn, including an E alternate via the intsxn of the Lafayette omnirng 353°T and the Chicago Heights omnirng 143°T radials; intsxn of the Chicago Heights omnirng 358°T and the Milwaukee omnirng 135°T radials; Milwaukee, Wis. omnirng stn, including an E alternate via the intsxn of the Chicago Heights omnirng 013°T and the Milwaukee omnirng 135°T radials; to the Green Bay, Wis. omnirng stn. The portions of this arwy above 19,000 feet above mean sea level, which lie within the Tyndall AFB Restricted Area (R-336) and the Tyndall AFB Warning Area (W-337), are excluded daily between sunset and sunrise." (Note: Redesignated V7 between Chicago Heights VOR and Milwaukee VOR and added V7E between Chicago Heights VOR and Milwaukee VOR. The redesignated portion of V7 between Chicago Heights VOR and Milwaukee VOR was formerly V187).

(11) VOR civil airway No. 8 (Long Beach, Calif. to Washington, D.C.), is amended by changing the portion which reads: "Moline, Ill. omnirng stn, including a S alternate;" to read: "Moline, Ill. omnirng stn, including a S alternate via the intsxn of the Iowa City omnirng 093°T and the Moline omnirng 230°T radials;" (Note: Redesignated V8S between Iowa City VOR and Moline VOR).

(12) VOR civil airway No. 9 (New Orleans, La. to Milwaukee, Wis.), is amended by changing all after the Naperville, Ill. omnirng stn to read: "Naperville, Ill. omnirng stn; point of intsxn of the Janesville, Wis. omnirng 098°T and the Milwaukee omnirng 192°T radials; to the Milwaukee, Wis. omnirng stn, including a W alternate via the intsxn of the Naperville omnirng 317°T and the Milwaukee omnirng 207°T radials." (Note: Redesignated V9 and V9W between Naperville VOR and Milwaukee VOR.)

(13) VOR civil airway No. 12 (Santa Barbara, Calff. to Philadelphia, Pa.), is amended by changing the portion which reads: "Appleton, Ohio, omnirng stn, incldiing a N alternate via the intsxn of the Dayton omnirng 060°T and the Appleton omnirng 279°T radials; Wheeling, W. Va. omnirng stn, including a N alternate via the point of intsxn of the Mansfield, Ohio omnirng 121°T and the Wheeling omnirng 281°T radials;" to read: "Appleton, Ohio, omnirng stn, including a N alternate via the intsxn of the Dayton omnirng 060°T and the Appleton omnirng 277°T radials; Wheeling, W. Va. omnirng stn, including a N alternate via the point of intsxn of the Mansfield, Ohio, omnirng 121°T and the Wheeling omnirng 282° T radials;" (Note: Changed Appleton 279°to 277° and Wheeling 281° to Wheeling 282°.)

(14) VOR civil airway No. 19 (El Paso, Tex. to Great Falls, Mont), is amended by changing the portion which reads: "Kiowa, Colo. omnirng stn;" to read: "Kiowa, Colo. omnirng stn, including an E alternate via the intsxn of the Pueblo omnirng 018°T and the Kiowa omnirng 167°T radials;" (Note: V19E between Pueblo VOR and Kiowa VOR)

(15) VOR civil airway No. 26 (Cherokee, Wyo. to Cleveland, Ohio), is amended by changing the portion which reads: "Minneapolis, Minn. omnirng stn, including a S alternate via the intsxn of the Redwood Falls omnirng 076°T and the Minneapolis omnirng 194°T radials; Eau Claire, Wis. omnirng stn, including a S alternate;" to read: "Minneapolis, Minn. omnirng stn; Eau Claire, Wis. omnirng stn, including a S alternate from the Redwood Falls omnirng stn to the Eau Claire omnirng stn via the point of intsxn of the Redwood Falls omnirng 076°T and the Minneapolis omnirng 194°T radials;" (Note: Revoked V26S between Redwood Falls VOR and Minneapolis VOR and between Minneapolis VOR and Eau Claire VOR. Added V26S from Redwood Falls VOR to Eau Claire VOR via the Prior Intsxn).

(16) VOR civil airway No. 47 (Louisville, Ky. to Detroit, Mich.), is amended by changign the portion which reads: "Dayton, Ohio omnirng stn, including a W alternate via the intsxn of the Cincinnati omnirng 004°T and the Dayton omnirng 227°T radials;" to read: "Dayton, Ohio omnirng stn, including a W alternate from the Cincinnati omnirng stn to the Dayton omnirng stn via the point of intsxn of the Cincinnati omnirng 004°T radial with the Dayton ILS lclzr SW course and the point of intsxn of the Dayton ILS lclzr SW course with the Dayton omnirng 202°T radial;" (Note: Redesignated V47W between Cincinnati VOR and Dayton VOR).

(17) VOR civil airway No. 63 (Waco, Tex. to Milwaukee, Wis.), is amended by changing all after the Burlington, Iowa, omnirng stn to read: "Burlington, Iowa omnirng stn; intsxn of the Burlington omnirng 015°T and the Janesville omnirng 239°T radials; Janesville, Wis. omnirng stn; to the Milwaukee, Wis. omnirng stn." (Note: Redesignated V63 between Burlington VOR and Milwaukee VOR. Also revoked V63W Moline-Janesville and Janesville-Milwaukee.)

(18) VOR civil airway No. 75 (Petersburg, W.Va. to Cleveland, Ohio), is amended to read: "From the point of intsxn of the Morgantown, W.Va. omnirng 134°T and the Elkins, W.Va. omnirng 083°T radials via the Morgantown, W.Va. omnirng stn; Wheeling, W.Va. omnirng stn; to the Cleveland, Ohio omnirng stn." (Note: Renumbered the portion of V75 between Flat Rock VOR and Gordonsville VOR as a part of V155).

(19) VOR civil airway No. 84 (Shabbona, Ill. to Buffalo, N.Y.), is amended to read: "That airspace over United States territory from the point of intsxn of the Moline, Ill. omnirng 088°T and the Wheeling omnirng 238°T radials via the Wheeling, Ill. omnirng stn; Pullman, Mich. omnirng stn; Lansing, Mich. omnirng stn; Selfridge, Mich. omnirng stn; London, Ont. omnirng stn; to the Buffalo, N.Y., omnirng stn." (Note: Added new portion to V84 from Shabbona Intsxn to Wheeling VOR. Renumbered V84 from Bradford, Ill. VOR via Joliet VOR to Midway Arpt as V262).

(20) VOR civil airway No. 92 (Chicago, Ill. to Washington, D. C.), is amended by changing the portion which reads: "From the Chicago Heights, Ill. omnirng stn via the Goshen, Ind. omnirng stn;" to read: "From the Joliet, Ill. omnirng stn via the Chicago Heights, Ill. omnirng stn; Goshen, Ind. omnirng stn;" (Note: Added new portion to V92 from Joliet VOR to Chicago Heights VOR).

(21) VOR civil airway No. 93 (Baltimore, Md. to Presque Isle, Me.), caption changed and is amended by changing all before the Allentown, Pa. omnirng stn to read: "That airspace over United States territory from the Baltimore, Md omnirng stn via the intsxn of the Baltimore omnirng 015°T and Allentown omnirng 228°T radials; Allentown, Pa. omnirng stn;" (Note: Revoked that portion of V93 from the Riverdale, Md. MHW facility to the Baltimore VOR.).

(22) VOR civil airway No. 97 (Miami, Fla. to Alexandria, Minn.), is amended by changing the portion which reads: "Chicago Heights, Ill. omnirng stn; intsxn of the Chicago Heights omnirng 342°T and the Janesville omnirng 107°T radials; Janesville, Wis. omnirng stn; Lone Rock, Wis. omnirng stn, including a W alternate via the intsxn of the Janesville omnirng 282°T and the Lone Rock omnirng 161°T radials;" to read: "to the Chicago Heights, Ill. omnirng stn. From the point of intsxn of the Janesville omnirng 098°T and the Milwaukee, Wis. omnirng 192°T radials via the Janesville, Wis. omnirng stn; intsxn of the Janesville omnirng 294°T and the Lone Rock omnirng 147°T radials; Lone Rock, Wis. omnirng stn;" (Note: Revoked V97 from Chicago Heights VOR via Lake Forest Intsxn and Janesville VOR to Lone Rock VOR. Redesignated V97 from Hebron Intsxn via Janesville VOR and New Glarus Intsxn to Lone Rock VOR. Revoked V97W Janesville VOR to Lone Rock VOR.)

(23) VOR civil airway No. 99 (Newport, Oreg. to Vancouver, B.C.), is amended by changing the portion which reads: "intsxn of the Newberg omnirng 359° T and the Olympia omnirng 184°T radials;" to read: "intsxn of the Newberg omnirng 355°T and the Olympia omnirng 195°T radials;" (Note: Redesignated portion of V99 between Newberg VOR and Olympia VOR).

(24) VOR civil airway No. 100 (North Platte, Nebr. to Detroit, Mich.), is amended to read: "From the North Platte, Nebr. omnirng stn via the Sioux City, Iowa omnirng stn; Waterloo, Iowa omnirng stn; intsxn of the Waterloo omnirng 097°T and the Polo omnirng 297°T radials; to the Polo, Ill. omnirng stn. From the Rockford, Ill. omnirng stn via the Wheeling, Ill. omnirng stn; intsxn of the Wheeling omnirng 093°T and the Keeler omnirng 271° T radials; Keeler, Michigan omnirng station; point of intersection of the Litchfield, Mich. omning 050° T and the Salem omnirange 257° T radials; to the Salem, Mich. omnirng stn. The portion of this airway below 1900 feet MSL which overlaps the Savanna restricted

...omnirng stn via the Roanoke, Va. term omnirng stn; ...to Cleveland, Ohio), is amended to ...Wheeling, W.Va. omnirng stn; point of intsxn of the Wheeling ...field, Ohio, omnirng 100°T and the Mansfield, Ohio, omnirng 100°T radials; point of intsxn of the Mansfield, Ohio, omnirng 100°T and the Cleveland omnirng 150°T radials; to the Cleveland, Ohio omnirng stn." (Note: Added new portion to V103 from Greensboro VOR via Roanoke TVOR to Elkins VOR.)

(26) VOR civil airway No. 107 (Los Angeles, Calif. to Red Bluff, Calif.), is amended by changing all before the Fillmore, Calif. omnirng stn to read: "From the Long Beach, Calif. omnirng stn via the intsxn of the Long Beach omnirng 287°T and the Fillmore omnirng 163°T radials; Fillmore, Calif. omnirng stn;". (Note: Redesignated V107 from Long Beach VOR to Fillmore VOR.)

(27) VOR civil airway No. 123 (Washington, D.C. to Wilton, Conn.), is amended to read: "From the Washington, D.C. term omnirng stn via the Baltimore, Md. LF rdo rng stn; point of intsxn of the Baltimore LF rdo rng N course and the Baltimore, Md. omnirng 045°T radials point of intsxn of the Baltimore omnirng 045°T and the Woodstown omnirng 269°T radials; Woodstown, N.J. omnirng stn; point of intsxn of the Woodstown omnirng 045°T and the Coyle, N.J. omnirng 354°T radials;.point of intsxn of the Idlewild, N.Y. omnirng 236°T radial and the LaGuardia Arpt, N.Y. ILS lclzr S course; LaGuardia Arpt, N.Y. ILS lclzr; to the Wilton, Conn. omnirng stn. The portion of this arwy which overlaps the Washington Prohibited Area (P-56) is excluded." (Note: Added new portion to V123 from Washington TVOR via Essex and Port Deposit Intsxn to Woodstown VOR. The portion from Essex Intsxn via Port Deposit Intsxn to Woodstown VOR is also a part of V140.)

(28) VOR civil airway No. 129 (Rockford, Ill. to Eau Claire, Wis.), is amended to read: "From the Rockford, Ill. omnirng stn via the intsxn of the Rockford omnirng 276°T and the Lone Rock omnirng 163°T radials; Lone Rock, Wis. omnirng stn; La Crosse, Wis. omnirng stn; to the Eau Claire, Wis. omnirng stn." (Note: Redesignated V129 from Rockford VOR to Lone Rock VOR. This portion was formerly from Polo, Ill. VOR to Lone Rock VOR.)

(29) VOR civil airway No. 155 (Raleigh, N.C. to Front Royal, Va.), is amended to read: "From the Raleigh, N.C. omnring stn via the Lawrenceville, Va. omnirng stn; intsxn of the Lawrenceville omnirng 035°T and the Flat Rock omnirng 171°T radials; Flat Rock, Va. omnirng stn; Gordonsville, Va. omnirng stn; point of intsxn of the Washington, D.C. term omnirng 249°T and the Front Royal omnirng 140°T radials; to the Front Royal, Va. omnirng stn. The portion of this arwy which overlaps the Camp Pickett Restricted Area (R-44) is excluded." (Note: Added new portion to V155 from Raleigh VOR to Gordonsville VOR via Lawrenceville VOR and Flat Rock VOR. New portion was formerly part of V3 and V75).

(30) VOR civil airway No. 171 (Louisville, Ky. to Lone Rock, Wis.), is amended to read: "From the Louisville, Ky. omnirng stn via the Scotland, Ind. omnirng stn; Terre Haute, Ind. omnirng stn; Peotone, Ill. omnirng stn; Joliet, Ill. omnirng stn; Rockford, Ill. omnirng stn; to the Lone Rock, Wis. omnirng stn." (Note: Redesignated V171 from Joliet VOR direct to Rockford VOR direct to Lone Rock VOR.)

(31) VOR civil airway No. 172 (Des Moines, Iowa to Chicago, Ill.), is amended to read: "From the Des Moines, Iowa, omnirng stn via Cedar Rapids, Iowa, omnirng stn; Polo, Ill. omnirng stn; to the Chicago, Ill. Intnl (O'Hare) Arpt term omnirng stn." (Note: Added Cedar Rapids VOR to V172. Revoked the portion of V172S between Moline VOR and the Polo VOR and renumbered the portion of V172S between Moline VOR and Cedar Rapids as V233. Redesignated V172 to go from Polo VOR to Chicago Intnl (O'Hare) TVOR.)

(32) VOR civil airway No. 173 (Springfield, Ill. to Chicago, Ill.), is amended to read: "From the Springfield, Ill. omnirng stn via the Roberts, Ill. omnirng stn; point of intsxn of the Roberts omnirng 008°T and the Joliet, Ill. omnirng 056°T radials; to the Chicago, Ill. Midway Arpt term omnirng stn." (Note: Redesignated V173 between Roberts VOR and Midway TVOR).

(33) VOR civil airway No. 177 (Chicago, Ill. to Janesville, Wis.), is amended to read: "From the Naperville, Ill. omnirng stn to the Janesville, Wis. omnirng stn." (Note: Revoked portion of V177 from Janesville VOR to Mills Intsxn).

(34) VOR civil airway No. 187 (Chicago, Ill. to Milwaukee, Wis.), is revoked. (Note: V187 revoked and redesignated as a part of V7 between Chicago Heights VOR and Milwaukee VOR).

(35) VOR civil airway No. 191 (Walnut Ridge, Ark. to Milwaukee, Wis.), is amended by changing the portion which reads: "intsxn of the Roberts omnirng 012°T and the Chicago Midway Arpt termomnirng 198°T radials;" to read "point of intsxn of the Roberts omnirng 008° T and the Joliet, Ill. omnirng 056°T radials;" (Note: Redesignated V191 between Roberts VOR and Midway TVOR).

(36) VOR civil airway No. 193 (Fort Wayne, Ind. to Traverse City, Mich.), is amended to read: "From the Fort Wayne, Ind. omnirng stn via the Keeler, Mich. omnirng stn; Pullman, Mich. omnirng stn; Grand Rapids, Mich. ILS outer mrkr; White Cloud, Mich. omnirng stn; to the Traverse City, Mich. LF rdo rng stn." (Note: Added new portion Fort Wayne VOR to Pullman VOR. The portion Keeler VOR to Pullman VOR is also a part of V55.)

(37) VOR civil airway No. 209 (Los Angeles, Calif. to Paso Robles, Calif.), is amended to read: "From the Long Beach, Calif. omnirng stn via the intsxn of the Long Beach [illegible] 287°T and the Fillmore omnirng 163°T radials; Fillmore, Calif. omnirng stn; to the Paso Robles, Calif. omnirng stn." (Note: Redesignated V209 from the Long Beach VOR to the Fillmore VOR).

(38) VOR civil airway No. 217 (Chicago, Ill. to Green Bay, Wis.), is amended to read: "From the Chicago, Ill. Intnl (O'Hare) Arpt term omnirng stn via the point of intsxn of the Chicago Heights, Ill. omnirng 358°T and the Milwaukee omnirng 135°T radials; point of intsxn of the Milwaukee omnirng 136°T radials and the Milwaukee (General Mitchell Field) ILS lclzr front course; Milwaukee, Wis. (General Mitchell Field) ILS lclzr; intsxn of the Milwaukee (General Mitchell Field) ILS lclzr back course and the Green Bay omnirng 165°T radial; to the Green Bay, Wis. omnirng stn." (Note: Redesignated V217 from O'Hare TVOR to Milwaukee ILS lclzr. This portion was formerly from Naperville VOR).

(39) VOR civil airway No. 218 (Chicago, Ill. to Flint, Mich.), is amended by changing the portion which reads: "From the point of intsxn of the Naperville omnirng 296°T and the Polo, Ill. 085°T radials" to read: "From the point of intsxn of the Rockford, Ill. omnirng 132°T and the Naperville, Ill. omnirng 292°T radials". (Note: Minor change in V218 due to shift in lctn of Sycamore Intsxn).

(40) VOR civil airway No. 219 (Janesville, Wis. to Milwaukee, Wis.), is revoked.

(41) VOR civil airway No. 233 (Springfield, Ill. to Cedar Rapids, Iowa), is amended to read: "From the Springfield, Ill. omnirng stn via the Peoria, Ill. omnirng stn; Bradford, Ill. omnirng stn; Moline, Ill. omnirng stn; to the Cedar Rapids, Iowa, omnirng stn." (Note: Added new portion to V233 from Moline VOR to Cedar Rapids, Iowa. This portion was formerly part of V172S).

(42) VOR civil airway No. 255 (Burlington, Iowa, to Janes ville, Wis.), is added to read: "From the Burlington, Iowa omnirng stn via the intsxn of the Burlington omnirng 034°T and the Moline omnirng 199°T radials; Moline, Ill. omnirng stn; Rockford, Ill. omnirng stn; to the Janesville, Wis. omnirng stn." (Note: New airway).

(43) VOR civil airway No. 262 (Bradford, Ill. to Chicago, Ill.), is added to read: "From the Bradford, Ill. omnirng stn via the Joliet, Ill. omnirng stn; to the Chicago, Ill. Midway Arpt term omnirng stn.". (Note: This arwy was formerly a portion of V84).

(44) VOR civil airway No. 263 is added to read: "(unassigned)".

(45) VOR civil airway No. 264 (Ontario, Calif. to Giant Rock, Calif.), is added to read: "From the Ontario, Calif. omnirng stn to the point of intsxn of the Ontario 061°T and the Daggett, Calif. omnirng 160°T radials." (Note; New arwy.)

(46) VOR civil airway No. 265 is added to read: "(unassigned)".

(47) VOR civil airway No. 266 (South Boston, Va. to Lawrenceville, Va.), is added to read: "From the South Boston, Va. omnirng stn to the Lawrenceville, Va. omnirng stn.". (Note: New arwy.)

CONTROL AREAS:

(1) Amber civil airway No. 2 (Daggett, Calif. to Point Barrow, Alaska), caption changed.
(2) Amber civil airway No. 13 (Washington, D. C. to New York, N.Y.), is revoked.
(3) Amber civil airway No. 14 (Washington, D. C. to New York, N.Y.), is revoked.
(4) Amber civil airway No. 15 (Washington, D.C. to New York, N.Y.), is revoked.
(5) Amber civil airway No. 19 (Washington, D.C. to New York, N.Y.), is revoked.
(6) Red civil airway No. 113 (Hawaiian Islands), is added to read: "All of Red civil arwy No. 113."
(7) VOR civil airway No. 19 (El Paso, Tex. to Great Falls, Mont.), is amended to read: "All of VOR civil arwy No. 19 including E alternates."
(8) VOR civil airway No. 63 (Waco, Tex. to Milwaukee, Wis.), is amended to read: "All of VOR civil arwy No. 63."
(9) VOR civil airway No. 75 (Petersburg, W.Va. to Cleveland, Ohio), is amended to read: "All of VOR civil arwy No. 75."
(10) VOR civil airway No. 84 (Shabbona, Ill. to Buffalo, N.Y.), is amended to read: "All of VOR civil arwy No. 84."
(11) VOR civil airway No. 93 (Baltimore, Md. to Presque Isle, Me.), is amended to read: "All of VOR civil arwy No. 93."
(12) VOR civil airway No. 103 (Greensboro, N.C. to Cleveland, Ohio), is amended to read: "All of VOR civil arwy No. 103."
(13) VOR civil airway No. 123 (Washington, D.C. to Wilton, Conn.), is amended to read: "All of VOR civil arwy No. 123."
(14) VOR civil airway No. 129 (Rockford, Ill. to Eau Claire, Wis.), is amended to read: "All of VOR civil arwy No. 129."
(15) VOR civil airway No. 155 (Raleigh, N.C. to Front Royal, Va.), is amended to read: "All of VOR civil arwy No. 155."
(16) VOR civil airway No. 171 (Louisville, Ky. to Lone Rock, Wis.), is amended to read: "All of VOR civil arwy No. 171."
(17) VOR civil airway No. 172 (Des Moines, Iowa to Chicago, Ill.), is amended to read: "All of VOR civil arwy No. 172."
(18) VOR civil airway No. 177 (Chicago, Ill. to Janesville, Wis.), is amended to read: "All of VOR civil arwy No. 177."
(19) VOR civil airway No. 187 (Chicago, Ill. to Milwaukee, Wis), is revoked.

(20) VOR civil airway No. 193 (Fort Wayne, Ind. to Traverse City, Mich.), is amended to read: "All of VOR civil arwy No. 193".

(21) VOR civil airway No. 219 (Janesville, Wis. to Milwaukee, Wis.), is revoked.

(22) VOR civil airway No. 233 (Springfield, Ill. to Cedar Rapids, Iowa), is amended to read: "All of VOR civil arwy No. 233."

(23) VOR civil airway No. 255 (Burlington, Iowa to Janesville, Wis.), is added to read: "All of VOR civil airway No. 255."

(24) VOR civil airway No. 262 (Bradford, Ill. to Chicago, Ill.), is added to read: "All of VOR civil arwy No. 262."

(25) VOR civil airway No. 263 is added to read: "(unassigned)".

(26) VOR civil airway No. 264 (Ontario, Calif. to Giant Rock, Calif.), is added to read: "All of VOR civil arwy No. 264."

(27) VOR civil airway No. 265 is added to read: "(unassigned)".

(28) VOR civil airway No. 266 (South Boston, Va. to Lawrenceville, Va.), is added to read: "All of VOR civil arwy No. 266."

CONTROL AREA EXTENSIONS:

(1) (New Orleans, La.), is amended to read: "That airspace in the NW quad of the New Orleans rdo rng lying within a 35 mile radius of the rdo rng stn; in the SW quad of the rdo rng bounded on the N by Green civil arwy No. 6, on the W by long. 91-05-00, on the S by lat 29-15-00 and on the E by Amber civil arwy No. 5; in the SE quad of the rdo rng bounded on the W by the S course of the New Orleans rdo rng, on the S and E by the United States shoreline and on the N by Red civil arwy No. 30; that airspace NE of New Orleans bounded by a line beginning at a point on the eastern boundary of Amber civil arwy No. 5 at lat 31-15-00, thence SE to lat 31-00-00, long. 89-45-00, thence E to lat 31-00-00, long. 89-00-00, thence N to lat 31-15-00, long. 89-00-00, thence E to lat 31-15-00, long. 88-00-00, thence S along long. 88-00-00 to the N boundary of Green civil arwy No. 6, thence W along the N boundary of Green 6 to Amber civil arwy No. 5 thence N along the E boundary of Amber 5 to point of beginning at lat 31-15-00, excluding the airspace lying between VOR civil arwy No. V-20 and V-20N bounded on the SW by the northern shoreline of Lake Ponchartrain and on the NE by the Biloxi, Miss. control area extension."

(2) (Victorville, Calif.), is amended in first portion by changing the words which read: "and on the SE by Amber civil arwy No. 2" to read: "and on the SE by VOR civil arwy No. 21," (Note: due to recission portion of Amber 2 - San Pedro to Daggett).

(3) (Boise, Idaho), is amended by adding the following portion to present control area extension: "and that airspace NE of Boise lying within a 25 mile radius of the Boise rdo rng stn bounded on the SW by Green civil arwy No. 10."

(4) (Bakersfield, Calif.), is amended by changing the words which read: "Bounded on the NE by VOR civil arwy No. 137" to read: "bounded on the NE by VOR civil arwy No. 165".

(5) (Brubank, Calif.), is amended in first portion by deleting the words which read: "on the SE by Amber civil arwy No. 2." (Note: Portion of Amber 2 being revoked, and the NE boundary of control area will automatically extend to hit Green 5 on the S.)

(6) (Fresno, Calif.), is amended to read: "The airspace W of Fresno lying within a 35 mile radius of the Fresno Air Term bounded on the E by VOR civil arwy No. 23; the airspace between Bakersfield-Fresno-Modesto, Calif., bounded on the SW by VOR civil arwy No. 23, on the NW by VOR civil arwy No. 28, and on the NE and SE by a line beginning at a point at lat 38-20-00, long. 120-22-00, extending to a point at lat 38-20-00, long. 120-00-00, thence to a point at 37-50-00, long. 120-00-00, thence to a point at lat 36-00-00, long. 118-48-00, thence to the Bakersfield, Calif. omnirng stn."

(7) (Madison, Wis.), is amended to read: "That airspace S of Madison bounded on the N by VOR civil arwy No. 2, on the SE by VOR civil arwy No. 63 and on the SW and W by VOR civil arwy No. 97."

(8) (Milwaukee, Wis.), is amended to read: "The airspace within a 20 mile radius of General Mitchell Field, including the airspace S of Milwaukee bounded on the NE and E by VOR civil arwy No. 217, on the S by VOR civil arwy 172 and on the W by VOR civil arwy No.9."

(9) (Merced, Calif.), is amended by changing the portion which reads: "on the S by VOR civil arwy No. 100," to read: "on the S by VOR civil arwy No. 199,"

(10) (New Orleans, La.), is amended by changing the name of the facility "Callender, La. nondirectional rdo bcn" to read: "Belle Chasse, La. nondirectional rdo bcn."

(11) (Waco, Tex.), is amended to read: "That airspace in the W quad of the Waco rdo rng lying within a 40-nautical mile radius of the rdo rng stn extending clockwise from Amber civil arwy No. 4 to Blue civil arwy No. 70 excluding the portion which overlaps restricted areas R-219 and R-343."

(12) (Stockton, Calif.), is amended by deleting the words which read: "excluding the portion which overlaps the Antioch restricted area."

(13) (Sioux Falls, S. Dak.), is amended to read: "That airspace SE of Sioux Falls within a 15 mile radius of the Sioux Falls omnirng stn extending clockwise from the southern boundary of VOR civil arwy No. 80 to the eastern boundary of VOR civil airway No. 15; that airspace within a 23 mile radius of the Sioux Falls omnirng stn extending from the western boundary of VOR civil arwy No. 15 S of Sioux Falls thence clockwise to the northern boundary of VOR civil arwy No. 80."

(14) (Ocuqulam, Wash.), is added to read: "That airspace centered on the 234°T radial of the Hoquiam omnirng, 10 miles in width at the omnirng stn with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area W-460 and excluding the portion above 14,500 ft which lies beneath and which conflicts with restricted area R-241."

(15) (Newport, Oreg.), is added to read: "That airspace centered on the 237°T radial of the Newport omnirng, 10 miles in width at the omnirng stn with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Seattle Oceanic Control Area, excluding the portion which conflicts with Warning Area (W-242.)"

(16) (North Bend, Oreg.), is added to read: "That airspace centered on the 239°T radial of the North Bend omnirng, 10 miles in width at the omnirng stn with each edge diverging at an angle of 5° with the centerline and extending to the eastern boundary of the Oceanic Control Area."

(17) (Goldsboro, N.C.), is added to read: "That airspace within a 25 mile radius of the Seymour-Johnson AFB, Goldsboro, N.C., bounded on the E by VOR civil arwy No. 157."

CONTROL ZONES:

(1) Five miles radius Zones is amended by adding the following airport:

Goldsboro, N.C.: Seymour-Johnson AFB.

(2) (San Angelo, Tex.), is amended to read: "Within a 10 mile radius of Mathis Field and within a 5 mile radius of Goodfellow AFB, San Angelo, Tex.; within 2 miles either side of the SE course of the San Angelo rdo rng extending from the rdo rng stn to a point 10 miles SE, within 2 miles either side of the NE course of the rdo rng extending from the rdo rng stn to a point 10 miles NE, and within 2 miles either side of the 72°T radial of the San Angelo omnirng extending to a point 10 miles NE of the omnirng stn."

(3) (Rockford, Ill.), is amended to read: "Within a 5 mile radius of the Greater Rockford Arpt, within 2 miles either side of a line bearing 182°T extending from the Rockford rdo rng stn to the Greater Rockford Arpt, within 2 miles either side of the NW course of the Rockford rdo rng extending from the rdo rng stn to a point 10 miles NW, within 2 miles either side of a line extending from the Greater Rockford Arpt through the Rockford nondirectional rdo bcn to a point 12 miles S of the nondirectional rdo bcn, and within 2 miles either side of the 112°T and 292°T radials of the Rockford omnirng stn extending from the 5 mile radius zone to a point 12 miles NW of the omnirng stn."

REPORTING POINTS:

(1) Amber civil airway No. 2 (Daggett, Calif. to Point Barrow, Alaska), caption changed and is amended by deleting the reporting point which reads: "The intsxn of the SW course of the Long Beach, Calif., rdo rng and the S course of the Los Angeles, Calif. rdo rng;" (Note: Added on Red 65)

(2) Red civil airway No. 65 (Los Angeles, Calif. to Hayfield, Lake, Calif.), is amended to read: "The intsxn of the S course of the Los Angeles, Calif. rdo rng and the SW course of the Long Beach, Calif. rdo rng."

(3) Red civil airway No. 113 (Hawaiian Islands), is added to read: "No reporting point designation."

VOR REPORTING POINTS:

(1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Roscoe Intsxn - the intsxn of the Appleton, Ohio omnirng 085°T and the Mansfield, Ohio omnirng 149°T radials. (b) Annawan Intsxn - the intsxn of the Iowa City, Iowa, omnirng 093°T radial, the Moline, Ill. omnirng 139°T radial and the Moline, Ill. ILS lclzr back course. (c) Cedar Rapids, Iowa, omnirng stn. (d) Rockford, Ill. omnirng stn.

(2) Domestic VOR reporting points is amended by changing the following reporting point:. (a) New Braunfels Intsxn - the intsxn of the San Antonio, Tex. omnirng 074°T and the Austin, Tex. omnirng 207°T radials.

(3) Domestic VOR reporting points is amended by revoking the following reporting points (a) Adamsville Intsxn - the intsxn of the Appleton, Ohio omnirng 085°T and the Mansfield, Ohio omnirng 149°T radials. (b) Cedar Rapids Intsxn - the intsxn of the Polo, Ill. omnirng 268°T and the Iowa City, Iowa, omnirng 349°T radials. (Cedar Rapids, Iowa, nondirectional rdo bcn.)

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Winston-Salem | Cleveland Local | Dayton Local | New York Local

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Boston	1-22-57	Dubuque	1-22-57	Salina	1-22-57
Cheyenne	1-15-57	Miles City	1-28-57	Trinidad	1-28-57
Denver	1-17-57	Milwaukee	1-22-57	Wichita	1-17-57
Des Moines	1-24-57	Rapid City	1-24-57	WAC 266	1-17-57

Instrument Flight Charts
released since January 14, 1957

AL 48 RNG	Billings Arpt, Mont.	AL 396 ADF	Joe Foss Fld, S. Dak.
AL 100 RNG	Blair Co. Arpt, Pa.	AL 443 ADF-1	Washington Natl Arpt., D.C.
AL 113 RNG	Delta Arpt., Utah	AL 443 ADF-2	Washington Natl Arpt., D.C.
AL 125 RNG	Duluth Arpt, Minn.	AL 443 ADF-3	Washington Natl Arpt., D.C.
AL 134 RNG	El Paso Intnl Arpt., Tex.	AL 609 ADF	Moisant Intnl Arpt., La.
AL 171 RNG	Goshen Arpt., Ind.	AL 622 ADF	Pounds Field, Tex.
AL 189 RNG	Brainard Field, Conn.	AL 636 ADF	Muscogee Co. Arpt, Ga.
AL 190 RNG	Rentschler Field, Conn.	AL 648 ADF-1	Tri-City Arpt., Mich.
AL 212 RNG	Fairfax Field, Kans.	AL 648 ADF-3	Tri-City Arpt., Mich.
AL 272 RNG	Dannelly Field, Ala.	AL 674 ADF	Oxnard-Ventura Arpt., Calif.
AL 297 RNG	Ogden Arpt, Utah	AL 746 ADF	Newport Arpt., Vt.
AL 396 RNG	Joe Foss Field, S. Dak.	AL 82 VOR	Childress Arpt., Tex.
AL 417 RNG	Peter O. Knight Arpt., Fla.	AL 113 VOR	Delta Arpt, Utah
AL 420 RNG	Texarkana Mun. Arpt, Ark.	AL 125 VOR	Duluth Arpt., Minn.
AL 443 RNG	Washington Natl Arpt., D.C.	AL 134 VOR/DME	El Paso Intnl Arpt, Tex.
AL 446 RNG	Barnes Arpt., Mass.	AL 178 VOR/DME	Greensboro-High Pt, N.C.
AL 457 RNG-1	Williamsport Arpt., Pa.	AL 212 VOR	Fairfax Field, Kans.
AL 543 RNG	Needles Arpt., Calif.	AL 217 VOR	Kirksville Arpt., Mo.
AL 546 RNG	Prescott Arpt., Ariz.	AL 260 VOR	Milford Arpt., Utah
AL 608 RNG	Hulman Field, Ind.	AL 267 VOR	Bates Field, Ala.
AL 635 RNG	Port O'Minot Arpt., N.Dak.	AL 297 VOR-1	Ogden Arpt., Utah
AL 48 ILS	Billings Arpt., Mont.	AL 297 VOR-2	Ogden Arpt., Utah
AL 134 ILS	El Paso Intnl Arpt., Tex.	AL 396 VOR	Joe Foss Field, Utah
AL 178 ILS-1	Greensboro-High Pt. Apt.,N.C.	AL 420 VOR	Texarkana Mun Arpt., Ark.
AL 212 ILS	Fiarfax Field, Kans.	AL 430 VOR-2	Tucson Arpt., Ariz.
AL 294 ILS	(NAS) Mun Met. Oakland, Calif.	AL 443 VOR	Washington Natl Arpt., D.C. (Runways 15 & 21)
AL 326 ILS	Allegheny Co. Arpt., Pa.	AL 486 VOR	Bisbee-Douglas Arpt, Ariz.
AL 375 ILS	San Francisco Int Apt. Calif.	AL 543 VOR	Needles Arpt., Calif.
AL 396 ILS-1	Joe Foss Field, S. Dak.	AL 546 VOR	Prescott Arpt., Ariz.
AL 396 ILS-2	Joe Foss Field, S. Dak.	AL 608 VOR	Hulman Field, Ind.
AL 609 ILS	Moisant Intnl Arpt., La.	AL 635 VOR	Port O'Minot Arpt, N. Dak.
AL 622 ILS-1	Pounds Field, Tex.	AL 643 VOR	Modesto Arpt., Calif.
AL 622 ILS-2	Pounds Field, Tex.	AL 655 VOR	Greater Cincinnati, Ky.
AL 134 ADF	El Paso Intnl Arpt., Tex.	AL 937 VOR	Eau Claire Arpt., Wis.
AL 178 ADF	Greensboro-High Pt.Apt, N.C.	AL 964 VOR	Butler Arpt., Mo.
AL 212 ADF	Fairfax,Field, Kans.	AL 979 VOR	Bryce Canyon Arpt, Utah
AL 375 ADF	San Francisco Intnl Apt,Calif.	AL 134 VOR	El Paso Intnl Arpt., Tex.

RF 7, 8,
RF-VOR Wichita-Hutchinson Terminal Area
RF-VOR Hawaiian Islands
RF Reserved Airspace (Hawaiian Islands)
RF Dates of Latest Prints

NEW CHARTS

AL 230 ADF	Fort Sill, Oklahoma	Post AAF
AL 443 VOR	Washington, D. C.	Wash. Natl Apt. (Rnwys 33 & 36)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. About Feb 11, VOR will be shut down until approx Feb 25. (1-3)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14)
BIRMINGHAM ARPT: Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 9-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
**DEMOPOLIS ARPT: Delete "(PC)" prefix. (2-1)
DOTHAN-NAPIER FLD: Caution-helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness & bends out of tolerance.
MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in Montgomery-Maxwell area should avoid Maxwell AFB and Dannelly Fld control zones unless in contact with and cleared by the appropriate twr. Extensive flying engaged in at both arpts including practice instr apchs and simulated "flame-outs" by jets from 6500' to Dannelly Fld. (1-22)
**MONTGOMERY-DANNELLY FLD: E/W rnwy const finished -8000' now avail. Westernmost 3500' E/W strip clsd acct const. Dips in E/W rnwy 1500' from E end. Lgtd ditch approximately 200' NE of apch end of rnwy 21. (1-22)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi;090°-110°, 40 n mi;190°-215°, 35 n mi;215°-235°, 30 n mi;235°-255°, 35 n mi at MEA. (5-6)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
GRAND CANYON(S. RIM)ARPT: Due weather conditions, clsd until April 1. (12-26)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)
PHOENIX-TURF PARADISE AIRSTRIP: Lctd approx 13 mi NNW Sky Harbor Arpt. Open on racing days only. (2-2)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000';135°-145° and 165°-185°, 39 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
TUCSON-RADIO: VOR/DME coverage:360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000';225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'. (7-17)

[redacted]: TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt:(a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**TUCSON-GILPIN ARPT: Arpt permanently clsd. (1-15)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)

[redacted]: FLIPPIN-RADIO: Soon VOR will be shut down until approx April 1. (12-11)

HARRISON ARPT: Fld clsd ngts.

LITTLE ROCK-RADIO: About Feb. 18, Keo FM on SE course will be shut down until approx March 1. (1-31)

**PARIS ARPT: ABANDONED. (12-6)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. About Jan 28, VOR will be shut down until approx March 28 - relctd lat 33-30-50, long 94-04-20. (12-28) VOR flgts authorized to use TXK LFR in lieu of VOR. (1-3)

[redacted]: **ATWOOD ARPT: ABANDONED. (1-18)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°;35 n mi 345°-015° at MEA. (8-20)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CAVE MOUNTAIN, SITE 15, LAX-SLC: Bcn changed to 12 rpm clear. (1-31)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Closed. (8-30)

★EL CENTRO-RADIO: Jan 18, VOR flgt-checked and cmsnd. Freq: 113.9 mc. Ident: ELC. Monitor. category (I). Mag var: 14° E. Bear., dist to Imperial County arpt: 313°, 6.9 mi. Ltcd lat. 32-45-00, long. 115-30-30. Elev:-24. Class: BVOR. (1-19)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

**HELENDALE, SITE 10, LAX-AMA: Bcn changed to 12 rpm clear. (1-28)

**INDEPENDENCE-INYO COUNTY ARPT: ABANDONED. (1-2)

KLAMATH-McBETH ARPT: Closed. (6-13)

**LA MESA-SWEETWATER ARPT: ABANDONED. (1-5)

**LIVERMORE-DOW ARPT: Permanently closed - land diverted to farming. (12-19)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°- 070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1)

LOS ANGELES-RADIO - SPECIAL NOTICE: Transcribed weather broadcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (2-1).

★LOS ANGELES-RADIO: Jan 17, trans and rcvr 125.1, 125.9 mc cmsnd. (1-18) VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL.

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn

[redacted]: in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by Air Traffic Control. Jet acft pat down-wind leg is 2500'. Acft not intending landing at airport should avoid approach areas to West and East below 3000' in VFR weather. Recommended cross traffic plan crossing crs at 3000' or above, ceiling permitting, directly over airport, or between LFR and airport. Avoid shoreline West due high performance of departing jet acft. Due non-visibility twr unable to control traffic on last 2400' runway 34. (2-10) Nov 30, transmissometer commissioned, furnishing runway visibility for runways 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. (12-3)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700. Touch and go lndgs prohibited on Sat and Sun after 1300. (11-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when weather is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not available. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3, 4, & 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000';200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

**OXNARD AFB-RADIO: USAF VHF/DF discont'd. (1-31)

**PACHECO PEAK, SITE 29, LAX-SFO: 24" bcn replaced with 36" double-end alternating white/red without crs lgts. (1-24)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

CALIFORNIA: SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN ARDO #2 ARPT: ABANDONED. (12-28)

★SAN BERNARDINO-NORTON AFB-RADIO: USAF H fac class changed from HZ to H. (1-17)

SAN CARLOS-SAN MATEO COUNTY ARPT: Mound of dirt adj taxiway at N end has barricades and lgtd with flares. (1-18)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc.

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

**SAN LUIS OBISPO, SITE 16, LA-SF-COAST: Jan 18, rec msnd. Clear bcn red code - .- flash.

SAN MARCOS-McCORMICK ARPT: Closed to public. Now private arpt. Land at own risk.

★SANTA ANA-EL TORO MCAS-RADIO: Navy LFR class changed to: MRLWZ. (1-28)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260°, and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during night use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitide for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085., 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.

COLORADO: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk.

COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes right hand traffic. 2-way rdo rqrd. (9-12)

PUEBLO-SPECIAL NOTICE: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

HARTFORD-BRAINARD FLD: Dike apch lgts to rnwys 2, 20, 23 resume normal operation. Other section of dike unlgtd. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (12-27)

NORWICH-RADIO: Jan 8, VOR shut down. (1-8)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until June 1. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.

DELAWARE: WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key bridge at Dalecaria, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA require prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and night operations. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6 will be at discretion of ctl twr only. (6-20) Slopeline apch lgtg sys serving rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar light on each side of runway 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions.

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200'(346'MSL) lgtd steel stack being erected 1.3 n mi E.

CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontinued.

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAS remain as charted. (1-22)

DAYTONA BEACH-RADIO: VOR/DME shut down. During this period, 338° radial of Vero Beach VOR may be substituted for the 157° radial of Daytona Beach VOR to define Maytown Int. MRA 3500'. Due to temp shutdown, temp MEA V3 Vero Beach to over Daytona Beach published MEA adequate. Other arwys predicated on Daytona Beach VOR unusable.

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R clsd to jet acft and all night operations.

**KEY WEST-INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rotating arpt bcn operg sunset-sunrise. Air Carrier Safety Miami has authorized Key West Intnl Arpt Mgr rnwy 9-27 approved for air carrier day and night operations for all acft. Wea mins same as authorized for day operns. All other rnwys permanently clsd. Caution-const, men, and equip. on and about rnwy. Use extreme caution when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L & 8L-26R.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 n mi radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

(5 Feb 1957)

FLORIDA: MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Men and equip working 400' S of rnwy 9L-27R constructing parallel taxiway. (11-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

**STARKE-CONWAY ARPT: 156'lgtd rdo twr erected approx 2000'NE. Twr in line with NE/SW rnwy. (2-1)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27)Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lndgs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-31L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported:4 mi SE;lat 27-58-00, long. 81-41-45.Elev:130'. 3 sod rnwys, longest, 3600';no lgtg; 80 oct; repairs. Operg0900-sunset.

GEORGIA: ALBANY-RADIO: About Feb 11, VOR will be shut down until approx Apr25.(1-17) During VOR shut down flights cleared on V-arwys shall use direct courses between Albany LFR and next VOR fix. MEA V-35 Tallahassee-Albany 1600'; other MEAS as charted. Red Dog Int unusable. Acft equip. VOR only require MEA 4000' on V-35 Tallahassee-Macon; 10,000' on V-97 Atlanta-Albany. V-159 Albany-Cross City, Florida unusable. (12-13)

ALBANY ARPT: Jet acft operg from Turner AFB particulary SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area was activated Feb 15. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc, Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.(11-3)

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. (3-6) Rnwys 33R-15L and 27R-9L clsd. (2-1)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe mulitples (8-29)

★LA GRANGE-RADIO: VOR correct lat 33-02-54, long. 85-12-24. (1-24)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR coverage 060°-240°, 35 n mi at min en route alt. (5-9)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

**SWAINSBORO-LINDSEY ARPT: Abandoned. (12-7)

SWAINSBORO-THOMPSON ARPT: Closed - new rnwy under const. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° acct excessive roughness and course displacement with exception of arpt apch course 003°,usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000 beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

MALAD CITY-RADIO:VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

IDAHO: TWIN FALLS-RADIO: VOR radials 115 to 150° usable dist lmtd to 35 mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°

CHAMPAIGN ARPT: 20' poles erected approx 150' N and adj to E/W rnwy. (9-5)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: From Feb 7 thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

**CHICAGO-ELMHURST ARPT: Closed-land use changed. (4-2)

CHICAGO-MEIGS FLD: Caution -Send rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. Hrs of operns 0600-2200 daily. (1-9)

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indictions may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20 mi. all azimuths, beyond 9 mi. 360°-015°,190°-200°, 160°-170°, not usable 040° to 050°. (8-24) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg, Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)

CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable to 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000' MSL. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld. (10-11)

DIXON ARPT: Under const - open trenches along rnwy. Lgtg under const. (10-16)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area; bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

**GALESBURG ARPT: Const equip. on fld in NE and SW portions. Lgts inop. Attended daylgt working hrs. Land at own risk. (9-17) Effect Feb 19, arpt will be abandoned to aeronautical use. (1-29)

GILMAN ARPT: Closed. (10-11)

**HARVEY-RUBINKAM ARPT: 16 pole utility line 25' above gnd being erected 250' N.(11-29)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)

JOLIET ARPT: About Mar 3, work will start on extending 3 existing steel stacks and const of one new stack 450' above gnd (965'MSL) lctd 2 mi SE - lgtd. (1-7)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

**LINCOLN ARPT: Reverted to private arpt. (1-11)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MACOMB ARPT: Operated on limited status until Apr 15. (11-29)

**MATTOON-COLES COUNTY MEMORIAL ARPT: 24-hr service avail. with 80, 91, and 100 oct fuel. NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Ngt attendant in trailer on NE corner of hangar.

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-RADIO: Jan 10, VOR/DME shut down until approx Feb 18. (1-15) During shutdown following MEA's can be used: V8, V8: Iowa City, Ia VOR to Int IOW 072R and BRL 021R. (5 Feb 1957)

ILLINOIS: 3400' Int IOW 072Rand BRL 021R to Shabbona, Ill., Int 17,600' (MRA 2500' utilizing Naperville 267R and Janesville 165R); Shabbona, Ill., Int to Naperville, Ill., VOR 2100' Westbound on arwy from Shabbona, Ill., Int climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. Eastbound on arwy from IOW VOR climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. If overflight not anticipated, 3400' can be utilized between Iowa City VOR and Int IOW 072R and BRL 021R. Direct Routes: Iowa City VOR to Moline LFR 2000'; Moline LFR-Naperville LFR 2300'; Moline LFR - Polo VOR 2200'; Burlington VOR - Moline LFR 2300'. (12-18)

MT. VERNON ARPT: Work in progress daylgt hrs. NE/SW and E/W rnwys clsd - no lgts avail. until Apr 1. (1-2)

OAKLAWN-HARLEM ARPT: Reported abandoned. (10-22)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: Soon VOR will be shut down until approx Mar 18. During this period the following MEA's can be used: V116: Excello, Mo., Int (Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn (MCA V52 2600' northwest) 2000'; Quincy rbn (MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000' Quincy rbn MCA 2600' V52 northwest) to Burlington VOR 2600'; V50: Kirksville VOR to , Quincy rbn 2500'; Quincy rbn (MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600';Quincy rbn to Elsberry Int 2000' (MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (1-9)

ROCKFORD-RADIO: About Mar 12, VOR will be cmsnd. Freq: 116.5 mc. Ident: RFD. Monitoring category (1). Lctd lat 42-14-60, long. 89-13-16. Class: BVOR. (1-15)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)

**SAVANNA-STRANSDALE ARPT: Type changed to "L". Unattended. (1-25)

SPRINGFIELD-RADIO: Nov 13, VOR shut down until approx Feb 7 - modernization. (11-20)

TROY-RADIO: About Feb 18, VOR will be shut down until approx April 1-modernization. During shutdown MEA's that can be used will be found on page 4.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LFR between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise - below 3000' and 010°-250° below 2500'. (8-18)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GARY MUN ARPT: About Mar 1, pole-line lctd approx 0.9 mi NW will be extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - const. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

HUNTINGTON-SCOTT RANCH ARPT: New arpt reported - lctn 6 mi SSE; elev, 816'; No. of rnwys 2; longest rnwy & facs 22-L4; fuel octane 87. (12-13)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANA: [illegible] ENE(70°T) at lat 39-44-20, long. 86-13-33. (1-1) All acft rqrd to [illegible] gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn. (10-25)

KENDALLVILLE ARPT: 341'(1325'MSL) lgtd twr being erected 10.5 n mi SW(236°T) at lat 41-22-00, long. 85-27-22. (12-31)

**LAFAYETTE-PURDUE UNIVERSITY ARPT: Formerly carried under West Lafayette.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**MENTONE ARPT: 329'(1157'MSL) lgtd twr erected 9.1 n mi N(08°T) at lat 41-18-10, long. 86-01-35. (1-3)

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat:39-34-40, long. 85-48-00;elev: 800'. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N,E,W.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-RADIO: February 4, VOR shut down until approx April 4. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000'; Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300';Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs. IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (2-4)

TERRE HAUTE-HULMAN FLD-TOWER: About Feb 15, CAA tower will be cmsnd. Freq. 278;118.3, 126.18, 121.5, 257.8, 243.0. Rcvg 3023.5, 118.3, 121.5, 126.18, 122.5, 257.8, 243.0. Trans & rcvs 121.9 mc for ctl mobile gnd traffic. Hours opern: 0700-2300. Class C(g). (1-29)

TILDEN-RADIO: See Indianapolis, Indiana.

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt: (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months. (11-23)

**DES MOINES ARPT: Rdo rcvr capable of rcvg twr commun required for all itinerant acft. Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

**NEWTON ARPT: Arpt lctd 1.5 ENE returned to farming. (1-15)

NEWTON MUN ARPT: New arpt reported: lctd 2 mi SSE; lat 41-41N, long. 90-02W; elev. 950'; 2 rnwys-NW/SE 2900', NE/SW 2300'; beacon, rnwy lgts, unicom, S5 service; F3 fuel; remarks-P-line SW. Fld soft when wet. (1-15)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

RED OAK MUN ARPT: 316'(1440'MSL) lgtd twr being erected 6.0 n mi SSE(174°T) at lat 40-54-53, long. 95-14-10. (1-24)

**ROCK RAPIDS-McKISICK ARPT: ABANDONED - rnwys plowed up. (1-22)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd- const. E/W strip closed. (8-22)

KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Feb 15-modernization.

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys closed. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt. (5-29)

**EMPORIA MUN ARPT: 200'(1400'MSL) lgtd twr erected 12.1 n mi NNE(17°T) at lat 38-30-

KANSAS: 55, long. 96-06-05. (1-18) 38-05, long. 96-38

**FLORENCE-CLOTHIER ARPT: 200'(1700'MSL) lgtd twr erected 11.5 n mi ESE (127°T) at lat

GARDEN CITY-RADIO: Oct 29, VOR shut down until approx. Jan

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (1-21)

**GREAT BEND ARPT: 205'(2045'MSL) lgtd twr erected 6.4 n mi ENE(73°T) at lat 38-22-53, long. 98-44-06. (12-13) Navy lndg and take-off practice by P2V and SNB acft 0700-1700 Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (4-25)

HILL CITY-RADIO: About Feb 18, VOR/DME will be shut down until approx April 1 - modernization.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 n mi W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi. between 2500' and 5500' MSL. (4-17)

LA CYGNE ARPT: About Jan 30, 200'(1185'MSL) lgtd twr being erected 6.0 n mi NE(50°T) at lat 38-24-19, long. 94-40-30 & being dismantled approx. Feb 14. (1-24)

OSBORNE ARPT: Strip lights inoperative.

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL-RADIO: Jan 4, VOR/DME shut down until approximately February 18 - modernization. (1-29)

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

★TOPEKA-PHILIP BILLIARD ARPT-TOWER: Frequency 137.88 mc changed to 126.18 mc.

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

**WICHITA ARPT: 80'(1390'MSL) lgtd twr erected 1.0 n mi NNE(29°T) at lat 37-40-15, long. 97-25-00. (1-7) Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18mc-listen 126.18mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. Jan 30, ASR-3 shut down until approx. Mar 13 - relocation. (2-1) FLD: Due to non-visibility twr unable to control traffic last one half mile of approach to runway one and 750' of runway one. Runway 1-19 closed to all aircraft except locally based National Guard operations operate at own risk; approach light system shut down for runway extension. Equipment on field; construction East end runway 24, ends of runways six, eleven and twenty nine. (1-30) VOR gnd rcvr check point, lctn #1, (297°) unusable-const.

PADUCAH-RADIO: January 9, VOR shut down until approximately February 4 - modernization. (1-9)

YORK-RADIO: VOR has moderate bends four to eight nautical miles from station at minimum en route instrument altitude from 50°-230° and from 300°-350°. DME coverage 35 nautical miles at 2500'MSL. (6-14)

LOUISIANA: BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots mrkd with red flags. (5-4)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V-18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-339° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

★SHREVEPORT-BARKSDALE AFB-RADIO: Feb 2, RAPCON cmsnd. Arrival and departure procedures implemented. (2-2) Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to secondary fixes at alts of 6000' or higher and subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar around other air tfc. (2-2)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: Open to ski operns only. (1-11)

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23.

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.

**MILLINOCKET ARPT: Boundary lgts avail. Ctc lgts avail. rnwy 16-34 only. (1-24) Apron usable but caution advised due broken pavement and soft spots. (10-3) Rnwy 16-34 not plowed during winter months. (12-3)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn - 300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev. 20'; lat 38-32-02, long. 76-01-45, services minor repairs; 80/87 octane gasoline; Unicom (122.8 mc); 1 rnwy (NW/SE) 2500' x 100'. (12-10)

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq: 303 kc. Ident: XC. lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from center line and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Lgt flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5)

MARYLAND: HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

INDIAN HEAD-SPECIAL NOTICE: The controlled firing area described below be established for use by the Dept. of Navy. Name: Indian Head, Md., Controlled Firing Area. Description: 1000 yd radius of lat 38-32-40, long. 77-14-36. Altitude: Surface to 1500 ft. Activities Conducted: Demolition. Time of Use: 0800-1130 & 1230-1600 Mon thru Fri-holidays excluded. Controlling Agency: C.O. Stump Neck Annex, Naval Powder Factory, Indian Head, Md. Effective date: January 25, 1957. Activities be conducted in accordance to the applicable portions of the Airspace Terms of Reference and Procedures Manual and that non-fragmentation charges will present no hazard to aircraft and a safety officer will be on duty at all time when firing is being conducted to assure that firing will cease when acft are approaching the area. Weather reports will be obtained from MCAS, Quantico, Va.

LAYTONSVILLE-DAVIS ARPT: Ctn- const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane gasoline; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

**SALISBURY-DELMARVA ARPT: No fuel or services avail. (1-25) Clsd to all commercial operns. Will oper as private arpt. Lndgs made with prior permission only. (11-9)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev: 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane gasoline; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: About Feb 18, PAR-1 will be shut down until approx Mar 18. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R & take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is ctld by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution-durg daylgt hrs only, men and equip. working outboard of rnwy lgts on rnwy 4R for the first 2600'. Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavepavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevalling wea conditions and is controlled by twr. First 1/3 rnwy reported uneven by pilots of hi-speed and hvy acft - caution advised.

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALL RIVER ARPT: Skis only. (12-29)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

GARDNER ARPT: Skis only. (12-29)

MASSACHUSETTS: MANSFIELD ARPT: Skis only. (12-29)

MARSHFIELD ARPT: Unattended for private use until Mar 1. (11-20)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail. until May 15. (11-6)

NORTH ATTLEBORO-WILKINS ARPT: Rnwys plowed. (1-19)

REVERE ARPT: Caution when landing-extensive const of an arterial highway near the apch ends of rnwys 13 and 15.

TAUNTON-KING ARPT: Skis only. (12-29)

WORCESTER-RADIO: Jan 21, ILS glide slope shut down until approx Feb 11 - relctn to 300' NE of and 1050' from SE end NW/SE rnwy. Feb 4, lclzr shut down until approx Feb. 11 - lclzr freq change to 109.7 mc glide slope 333.2 mc.

MICHIGAN: **ANN ARBOR ARPT: Add prefix (PC). (1-16)

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**COLDWATER-BRANCH COUNTY ARPT: New NE/SW hard-surfaced lgtd rnwy 3500' x 50'. Taxi strip and ramp area hard-surfaced. Rotating bcn operd durg hrs of darkness.

★DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 20, trans and rcvr 125.7, 269.2 mc cmsnd.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT-TOWER: About Feb 15, rcvr 122.5 mc will be changed to 122.7 mc. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° right after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope shut down. FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910' MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: Nov 15, VOR shut down until approx Mar 1. (1-18)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. (11-14)

MICHIGAN: PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 closed due heavy snow.
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
**SAGINAW-TRI-CITY ARPT: 1056'(1647'MSL) lgtd twr erected 11.3 n mi ESE(112°T) at lat 43-28-13, long. 83-50-35. Top level lgt now flashing. (1-29)
SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. All rnwys xcpt 9-27 clsd due snow.
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
★BEMIDJI-RADIO: TVOR cmsnd. (1-29) TVOR voice inop. (1-16)
**BRAINERD ARPT: 100 octane fuel avail. daylgt hrs. N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (8-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.
GRAND MARAIS-SPECIAL NOTICE: A temp restricted area (R-187A) effect Jan 1 thru Mar 31, 1957, is estabd within the following area: from lat 47-26, long. 90-53; lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and ngt. This area is to be used only during VFR wea conditions. Using Agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)
**MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L & intsxns rnwy 4-22, 11R & associated taxiways. Rnwy 8-26 daylgt only. Rgt pat. rnwys 4 & 11R.(1-31)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
**WINONA ARPT: 205' lgtd twr erected 4.1 n mi ESE (119°T) at lat 44-02-13, long. 91-37-09.
MISSISSIPPI: **COLUMBUS-LOWNDES CO. ARPT: Add prefix "(PC)". (1-30)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000'. (6-20) Exten jet lndg and take-off rnwy 14-32 unless strong cross winds involved.
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)
MISSOURI: BUTLER MUN ARPT: 1117' MSL lgtd twr being erected 13.9 n mi NNE(30°T) at lat 38-29-03, long. 94-11-27 & being dismantled approx Feb 19. (1-26)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
JOSLIN ARPT-RADIO: ILS glide path shut down until approx Feb 24, all other components remain in opern. (1-24)
**KAHOKA-MONTGOMERY ARPT: Reverted to private arpt. (1-4)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1)
★KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER: Jan 15, trans & rcvr 132.2 mc decmsnd. (1-30)
**KANSAS CITY ARPT: 155' lgtd twr erected 4.0 n mi WSW(251°T) at lat 39-06-50, long. 94-40-45. (1-23) Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required.(10-23)
MISSOURI: KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian aircraft xcpt on official business or upon permission from Director of Military Training and Operations or Civilian Director of Flying. 2-way radio required. Intensive military student training 50 miles radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARSHALL MEMORIAL ARPT: About Feb. 15, 1049' MSL lighted tower will be erected 23.0 n mi WSW(253°T) at lat 38-59-27, long. 93-40-30 and being dismantled approximately Feb 28. (1-27)
NEOSHO-RADIO: VOR coverage limited to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST CHARLES ARPT: Aerobatic Area for student training designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lighted. Shoulders soft, caution. Runway approaches rough and unusable. Grass area closed. Temporary building 50' high located N end of field approximately 200' east of taxistrip 34, 600' north of taxistrip 7. (1-17) Construction in progress on power line on 100' steel twrs approximately 5/8 miles E. (2-1)
SEDALIA MEMORIAL ARPT: Beacon inoperative. Use hard surface NE/SW runway only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Aircraft approaching from southeast extend touchdown northwest of yellow boundary markers. (5-2)
WARRENSBURG-SKY HAVEN ARPT: 1113'MSL lighted tower being erected 6.9 n mi SW (225°T) at lat 38-42-36, long. 93-54-45 & being dismantled approx. Feb. 23. (1-27)
MONTANA: BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317° 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lgts inoperative. (11-27)
HELENA-RADIO: VOR flgt-checked for enroute arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as MH fac (12-19)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'.(6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.

NEBRASKA: CHADRON-RADIO: Soon, VOR will be shut down until approx Mar 4-modernization. (12-19) During shutdown, the following MEA's can be used: V89, V169: Cheyenne, Wyo, VOR to Porter, Wyo. Int 8000'; Porter Int to Int CYS R025 and DGW R076, 12,000'; Int CYS R025 and DGW R076 (12,000' southbound) to Rapid City, S. Dak., VOR 9000' (descent to 9000' can be made northbound on V89, V169 after passing Int). V196: Wheatland, Wyo. Int to Int RKR R055 and RAP R175 (Descent to 9000' can be made northbound on V89, V169 after passing Int.) 21,000'. (1-30)

KIMBALL ARPT: No fuel avail. (12-9)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Field soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. btwn Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

✦LAS VEGAS-RADIO: Jan 24, 301.4 mc transferred to Salt Lake City Center control.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'; Jan 22, VOR shut down until approx Feb. 22. During this period V-8 Las Vegas-Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 Las Vegas-Milford; V-21E Las Vegas-Mormon Mesa; V-237 White Hills Int-Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable). (1-30)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° & 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8mc) or CAA Commun Stn, Concord Mun Arpt anytime(tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

CONCORD ARPT: Rnwy 3-21 clsd for winter-will not be plowed. Rnwy 30 clsd to ngt operations due outage of lgts on high tension lines E. (12-10)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only, Ident:AIY. Lctd near Avalon, N.J. About Mar 15 will be cmsnd at lat 39-07-29, long. 74-45-55. (2-4)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operations. (11-11)

NEW JERSEY: BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

**MILLVILLE ARPT: Peripheral taxiways permanently clsd. N/S and NE/SW rnwys usable days- not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Feb 18, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5'MSL. Apch bearing: 217°. MM lctd 3547' from approach end of rnwy. Elevation 8' MSL. (2-1) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area F of apch end rnwy 29. (8-16) On or about Feb 15, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

**NEW BRUNSWICK-HADLEY ARPT: Add prefix (PC). (12-17)

**OCEAN CITY MUN ARPT: Formerly carried as Clarke Field. Enter tfc pat to W. W turns on tk-offs. Unattended Sept-May. (5-29)

PRINCETON-NASSAU ARPT: Closed until March 15. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pattern.

STILLWATER-RADIO: About Feb 11, VOR will be shut down until approx Mar 4-modernization.

**TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip on fld -days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. FEE-acft over 2500 lbs.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 7 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx March 2. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. 800' ext to rnwy 16 unlgtd and unusable-men and equip working in ext area. (12-3)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)

**ALBUQUERQUE-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 16, Sandia High Site trans & rcvrs 119.7, 120.3, 269.4, 284.6, 301.4, 307.2mc cmsnd. Jan 25, trans & rcvr 123.7mc cmsnd.

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operations, but unreliable, on W end rnwy 08-26 upon req. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. First 2600' rnwy 21 clsd to all lndgs. (11-30)

NEW MEXICO: CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
COLUMBUS, SITE 34, PHX-ELP ARPT: No aviation gasoline avail until further notice.
CORONA-RADIO: Jan 21, VOR shut down until approx Feb 22. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 and 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 & 68N Corona-Roswell: V-83 & 83N Corona-Roswell. (1-30)
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)
**FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. New taxiways to E and W ends rnwy 7-25 cmsnd. (10-11)
GALLUP-SPECIAL NOTICE: Wingate Demolition Area is estab within the following described area and effective Feb 22: bounded on the N by lat 35-28-00; S lat 35-26-00; E by long. 108-36-00;W long 108-38-00. Surface to 10,000' MSL. Time of Use: 0730 to 1600 daily, Mon thru Fri. Activities conducted: heavy demolition of obsolete or hazardous ammunition and components. Controlling agency: Wingate Ordnance Depot. (12-20)
GRANTS-RADIO: Jan 21, VOR shut down until approx Feb 21. During this period the following arwys will be affected: V-12 Zuni - Albuquerque MEA 12,000'; V-190 Grants - Int Grants 054° radial and Albuquerque 012° radial not usable; V-192 Grants Bernardo Int not usable. (1-21)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
**LOVINGTON-LEA CO. ARPT: Arpt now consists of one paved rnwy 4000' x 80'(NE/SW) with 150' turn-arounds each end. 80 oct gas, service by licensed A&E avail. daylgt hrs only. (1-24)
OTTO-RADIO: VOR radials usable 26 n mi.
SANTA FE-RADIO: VOR radials restricted to Arwys only. About Feb 18, VOR will be shut down until approx Mar 15-modernization. (2-3)
TRUTH OR CONSEQUENCES-RADIO: Dec 3, VOR shut down until approx Feb.15. During this period V-19 Albuquerque - Harrington Int not usable.(1-21)
ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: **BATAVIA ARPT: NNW/SSE rnwy permanently closed. (5-1)
BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400E, Mon-Sat only. (10-25)
COOPERSTOWN ARPT: Caution - snow on rnwys during winter months. Do not use first 600' of rnwy 23 due const thru Apr. (1-25)
**COOPERSTOWN-WESTVILLE ARPT: New arpt reported: 5 mi SE; lat 42-37, long 74-53; elev 1245'; 1 rnwy; longest rnwy 2200' sod; 80/87 oct gas; minor A&E repairs; "P" type fld; lgts avail. by prior permission. (1-13)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
ELMIRA-RADIO: Jan 7, VOR/DME shut down until approx Feb 15 - modernization. (1-15)
GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail for emerg. use -no snow removal. (11-29)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MEA.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well of shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild; unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1) FLD: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.
NEW YORK INTERNATIONAL (IDLEWILD)ARPT-TOWER: About Feb 20, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61'MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL; OM 1500' MSL. Concurrently with cmsnd of ILS, Elmont FM on back course ILS serv rnwy 4, will be decmsnd. (2-1) FLD: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Clsd to fighter-type acft. Clsd mil acft xcpt on ofl business, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of arpt manager. Caution - use paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndg and take-off, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. (4-2) Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy sys in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E-7A via taxi B. Access to gates 8A-25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. New ext taxiway tem LL from rnwy 13L-31R to taxiway E open for full opern. Mrkd by delineators. Follow centerline all taxiways. (10-23) Taxiway D open btwn CC and rnwy 13L-31R. (9-21) Ext of taxiway CC connecting taxi J and U opened. (9-24) Relocated taxi CC btwn A and Z opened. (10-21) Taxi O btwn taxi X and W opened. (10-22) New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. (10-25) Temp taxi LL btwn taxi E and F opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp mrkd by delineators. Caution. Follow centerline. (11-30) Soon, a centerline apch lgtg sys serving rnwy 22 will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200'from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (11-13)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. NO UHF freqs avail for twr contacts. FLD: Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250 ft from centerline of rnwys when not in use. (9-28) About Feb 15, combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decommissioned. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be commissioned. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operations.
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct communication by two-way radio on 122.8 mc required before approach and takeoff. Caution - ship tfc in area. (9-27)

NEW YORK: NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)
**PENN YAN ARPT: Add prefix (PC). (12-14)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
**ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) 2-way rdo rqrd. (11-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)
SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD-TOWER: About March 6, ILS glide slope, MM, OM and LOM will be shut down until approx March 13 - relctn, to serve rnwy 28 extended. MM will be lctd 3403' from end of extended rnwy 28; OM 4.74 mi from end extended rnwy; glide slope 4001 N of centerline and 1000' from end of extended rnwy 28. Alt over OM 1600' MSL;
** MM 610' MSL. No freq change. (2-1) FLD: Extended rnwy 28 new length 8000'. Old style left hand neon apch light lane will be recommissioned concurrent with ILS relocated fac restoration. (2-1) VOR ground rcvr check point unusable. (1-7)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Light acft operg in vcnty of Marcy during daylight hours. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: Navy LFR shut down. (12-5)
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx March 20, 1957. Will be relctd to lat 36-15-30, long. 76-10-34. (12-5)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)
GREENSBORO-HIGH POINT ARPT: Centerline hi-intensity apch light system serving rnwy 14 commissioned 12-20-56. System extends 3000' from rnwy pavement out into apch. System consists of green lights across rnwy at threshold, a red bar light on each side of rnwy 100' from the pavement, a red bar light on rnwy centerline 200' from the pavement, 27 clear bar lights on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Flight checked. (1-24)
HICKORY-RADIO: About March 1, 1957, VOR will be comsnd at lat 35-53-19, long 81-14-19.

NORTH CAROLINA: KINSTON-STALLINGS AIR BASE: USAF pilot trng base with inclusive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. No fuel, servicing, telephone facilities until after March. (1-10)
MANTEO ARPT: Rnwy lights inoperative. (1-30)
NEW BERN-RADIO: VOR areas toward open water flight-checked at 30 n mi.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance account roughness and bends. (11-1)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lighted sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
SALISBURY ARPT: Bndry lights inoperative. (2-16)
WEEKSVILLE NAF-RADIO: Navy rng voice inop. (1-10)
WILMINGTON-RADIO: VOR quad 65° to 235° flight-checked to shoreline only. (8-14)
**WILMINGTON-NEW HANOVER CO. ARPT: 345' (280' AGL) lgtd microwave twr erected 10.5 n mi WSW(250°T) at lat 34-13-23, long. 78-05-27. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (8-1)
NORTH DAKOTA: **BISMARCK ARPT: 273'(2362'MSL) lgtd twr erected 21.9 n mi N(19°T) at lat 47-07-48, long. 100-35-56. (1-21)
FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6) Stacks of drainage tile 300' W of rnwy 17-35.
JAMESTOWN ARPT: 200'(1685'MSL) lgtd twr erected 13.9 n mi ESE (113°T) at lat 46-50-14, long. 98-22-24 and being dismantled approx Feb 10, 1957. (12-12) 200'(2145' MSL) lgtd twr erected 18 n mi NW(300°T) at lat 47-04-55, long. 99-03-04 and being dismantled approx Feb 10. (12-12)
**MINOT-PORT O' MINOT ARPT: Unlgtd poles 1900' NW have been removed. (1-17)
About Feb 4, 253'(2563'MSL) lgtd twr being erected 20. 1 n mi W (270°T) at lat 48-15-41, long. 101-47-37. (1-18)
**RYDER ARPT: 223'(2453'MSL) lgtd twr erected 15 n mi E (92°T) at lat 47-55-26, long. 101-17-38. (1-18)
**SHEYENNE ARPT: Arpt no longer in opern - land use changed. (1-22)
VALLEY CITY ARPT: 200'(1661'MSL) lgtd twr being erected 3.9 n mi ENE (89°T) at lat 46-56-17, long. 97-55-24 and will be dismantled approx. Feb 3, 1957. (12-12)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: ★ AKRON ARPT-TOWER: Feb 1, trans and rcvr 126.18 decmsnd and 142.74 mc cmsnd. (2-1) FLD: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36L.
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron, Ohio, acrobatic-camera gunnery area from surface to 20,000' during daylight hours VFR conditions only.
★APPLETON-RADIO: Feb 1, VOR ident changed from "CMH" to "APE". (2-1)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CINCINNATI-RADIO: VOR has light to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060° not checked.

OHIO: CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 23L-5R. (11-17)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

**COLUMBUS-OHIO STATE UNIVERSITY ARPT: Add prefix (PC). (12-14)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landings: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip on field. (7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of const areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for daylgt opern. (1-7)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over stn position by positive To-From indication. (1-17)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct gas. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; lngst rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

OHIO: TOLEDO-EXPRESS ARPT: Const in progress on 850' extension NE end and 950' SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold mrkgs. Areas flagged. 5200' usable. (10-31)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to ctl tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

CLAREMORE-WILL ROGERS FLD: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

**ENID-WOODRING ARPT: Replace (AF) prefix with (N) prefix. (1-30)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

**GAGE MUN ARPT: 300' (2304' MSL) lgtd twr erected 5.0 n mi WSW (253°T) at lat 36-15-56, long. 99-52-42. (1-16)

GUYMON ARPT: N/S rnwy clsd - due const. Caution - equip. on fld. (10-31)

**NORMAN-WESTHEIMER ARPT: 80, 87 and 100 octane gas avail. (12-14)

NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)

OKLAHOMA CITY-WILL ROGERS ARPT: Excavation of a ditch with obstn approx 8' high, 150' S & across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt.

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

TULSA-RADIO: About Mar 4, VOR/DME will be shut down until approx Mar 25 - relctn lat 36-11-52, long. 95-47-17. (1-28)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance btwn mrkrs. Glide slope restricted to use on apchs to MM. (9-14) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

**TULSA-NORTH ARPT: Only N/S hard surface rnwy avail - 3000' x 60'. (1-28) Use N/S rnwy only-hard surfaced 3000' x 60'. Ctn Sun-drag racing. Racing held up while acft in tfc pat.

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVER MARSH, SITE 73, RIV-DLS ARPT: Clsd. Soft and S end flooded. (12-12)

BEND-STEARNS ARPT: Clsd during winter - due snow. (12-7)

CRESCENT LAKE-JUNCTION ARPT: Clsd during winter - due snow. (12-7)

EUGENE-RADIO: VOR has occasional severe scalloping, making crs line info unusable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 500' ext N end of rnwy 34-16 hazard marked. Land S of threshold lgts and painted rnwy number. Work in progress and excavation along E edge of taxiway 12 hazard marked. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

LAKE O'WOODS ARPT: Clsd during winter - due snow. (12-7)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

LAPINE ARPT: Clsd during winter-due snow. (12-7)

MADRAS-SPECIAL NOTICE: Caution in Deschute River, Willow Creek area, const - Pelon Dam. Transmission lines & cable crossing canyons. (4-25)

MEDFORD-RADIO: DME & VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pat when arpt tfc is NW or W, left pat when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys & route use only & on the 334° & 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

OREGON: NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

✱PORTLAND INTNL ARPT-TOWER: Feb 1, ASR-2 arrival control cmsnd. (1-31) FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area.

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

REDMOND-*RADIO: VOR* usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

**SPRINGFIELD ARPT: Add prefix (PC). Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

**TROUTDALE-SPECIAL NOTICE: Visual observation of ceiling sky condition and remarks will be added to transmission of the automatic wea station at 0130, 0330, 0530, 0730, 0930, 1130, 1930, 2130, 2330P. Transmission in scan period will be discontinued. (10-8)

WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and const in progress in areas adj to rnwy. Equip. occasionally cross rnwy. Areas marked. (12-27)

BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.

CHAMBERSBURG-SUNSET ARPT: Effect. Feb 28, arpt will be closed permanently.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys. 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd- const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh.

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft operg under Radar Apch Control will under no circumstances reverse course or make a transition at the OM after having rcvd the final vector to the ILS course without Air Traffic Control celarance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic

PENNSYLVANIA: Aviation taxiways from ramp to rnwy [illegible]. Rnwy 12 clsd for lndgs. Rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway between rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPS BURG-RADIO: Soon, DME will be shut down.

PHILIPS BURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

✱PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) Radar has limited departure control. (1-23) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them.

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.

**THOMASVILLE-YORK-ARPT: 4200' Bitumen-surfaced rnwy avail and 3000' Bitumen-surfaced lgtd. Use hard surface. (12-20)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Clsd to transient acft.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR shut down: DME operg unmonitored - no ident. During shut down Temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intersections satisfactory for use as indicated: Jamestown Int. FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW course. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable. (1-28)

CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately closed during daylgt hrs - extensive const. all areas adj to rnwys. Men and equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd, days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° - out of tolerance account roughness and bends. (11-5)

SOUTH CAROLINA: GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GUL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
**LANE, SITE 24, JXE-RIC ARPT: WNW/ESE rnwy permanently closed. (1-3)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35, 9500'; rnwy 7-25, 5000'. Ctc MYR for lndg conditions. (11-9)
SOUTH DAKOTA: ABERDEEN-RADIO: Jan 8, VOR shut down until approx Feb 20. Durg shutdown, the following MEAs are authorized: Bismarck-VOR direct Aberdeen LFR 3500'; Aberdeen LFR direct Watertown VOR 3000'; Aberdeen LFR direct Huron VOR 2500'. Freq changed to 113.0 mc. (2-1)
**ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 26,000 lbs. Use rnwys only. 200' N end rnwy 17-35 closed all operations.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE-RADIO: About Feb 18, VOR will be shut down until approx April 1. During shutdown the following MEA's can be used: Arwy V26: Philip VOR to Pierre LFR 3400'; Pierre to LFR to Huron VOR 3400'. (1-29)
SIOUX FALLS-RADIO: Jan 9, VOR shut down until approx Feb 25. Freq will be changed to 115.0 mc-DME to channel 70. (1-9) During shutdown, the following MEA's can be used: Arwy V15: Huron VOR to Int HON R115 and SUX R335, 7000'; Int HON R115 and SUX R335 to Sioux City VOR 7000'; V181: Watertown VOR to Oakwood Int 3000'; Oakwood Int to Int ATY R160 and HON R115, 7000'. V80: Redwood Falls VOR to Int RWF R228 and SUX R335 3000'. Direct Route: Huron VOR to Sioux Falls LFR 3000'; Sioux Falls LFR-Sioux City VOR 3000'; Sioux Falls LFR-Redwood Falls VOR 3000'; Watertown VOR-Sioux Falls LFR 3000'.
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5) FLD; Several twrs being erected at football fld 0.7 n mi S end of NE/SW rnwy at lat 43-33-50, long. 96-45-10. Tallest twrs 125'MSL will be lighted. (1-3)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt in Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
**BRISTOL-TRI-CITY ARPT: Designated as feeder type arpt. Max gross load limitation 30,000 lbs. (12-17) Rnwy 9-27 slippery when wet. (1-28) Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; durg daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. **Caution-VOR has occasional momentary course disturbance in mountainous areas.**
KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 13, ASR shut down. ILS glide slope inoperative. (1-30)
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250°, have bends & roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen Int 5000'; McEwen Int to Nashville VOR MEA 4000'. Minimum holding alt McEwen Int to NashvilleVOR MEA 4000'. V-140 Hartsville Int to Highway Int MEA 8000'. V-7 Nashville VOR to Lewisburg Int MEA 4500'. (11-20)
NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period.
TENNESSEE: Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)
TEXAS: ABILENE(NEW)ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE-RADIO: VOR radials 85°-105° unreliable. (10-8)
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
✱AMARILLO-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 18, freq 301.4 mc decmsnd.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT: 1140'(2049'MSL) lgtd twr being erected 4.1 n mi W(280°T) at lat 30-18-35, long. 97-47-33. (1-7) Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)
BEAUMONT-JEFFERSON COUNTY ARPT: Rnwy 11-29 clsd - construction. (9-19)
BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
COLUMBUS ARPT: About Feb 4, 200'(564'MSL) twr will be erected 15 n mi NE(57°T) at lat 29-51-56, long. 96-20-46 & being dismantled approx Feb 23. (1-18)
CORPUS CHRISTI-RADIO: Jan 15, VOR shut down until approx Feb 5. During shut down the following temp MEAs have been estab: V-20 ALI-PSX MEA 4000'; V-68 from Int of SAT 159° radial to CRP unusable, from CRP to Kingsville Int unusable. Clareville and Kingsville Ints unusable. All other routes utilizing CRP VOR unusable. (1-30)
✱CORPUS CHRISTI-CLIFF MAUS ARPT-TOWER: Jan 23, trans and rcvr 348.6 mc cmsnd.
COTULLA-RADIO: About Feb 4, VOR will be shut down until approx Feb 25-modernization.
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd & lgtd. Ctc ctl twr for detailed taxi instructions.
DEL RIO ARPT: Road across N/S strip removed. Rnwy lgts on rnwy 12-30 oper sunset 2400. (12-11)
EL PASO-RADIO: Feb 2, VOR flight checked - opern. normal. (2-2)
EL PASO INTN'L ARPT: 150' AGL twr erected 5.1 n mi W(270°T) at lat 31-47-42, long. 106-29-38. (1-3) Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently closed. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final approach to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on landing lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail. Tetrahedron uncontrollable, unreliable-not to be used as traffic direction indicator. (11-27)
FT. WORTH-CARTER FLD-TOWER: Soon, 338.2 and 319.2 mc will be decmsnd and replaced by 363.8 & 236.2 mc, respectively. (1-11)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
GRAND PRAIRIE ARPT: Replace prefix (N) with prefix (A). (1-9)
HONDO AIR BASE: Intensive day and night USAF primary trng VFR to 10,000' Monday-Friday, within 35 mile radius. Closed to all civil acft xcpt official business or prior approval USAF Operns or Civil Director of Flying. 2-way radio required. Closed all acft nights, Sat, Sun and holidays except emergency or prior approval. Approval obtained during normal duty hours or by letter. (1-23)
HOUSTON-RADIO: VOR radials 120° thru 140° and 306° unreliable-roughness and scalloping. Caution in vicinity of Cleveland, Texas - intermittent interference. (10-2)
HOUSTON-ANDRAU ARPT: About Feb 11, 200'(358'MSL) twr will be erected 14.5 n mi NW(313°T) at lat 29-53-07, long. 95-47-27 & being dismantled approx Mar 2. (1-18)

TEXAS: HOUSTON-CLOVER ARPT: Caution on lndgs and taxiways. [illegible] erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

**HOUSTON-H & H GUEST RANCH ARPT: No rotating bcn and rnwy lgts avail. (1-16) About Feb 18, 200' (312'MSL) twr will be erected 8.5 n mi NW (322°T) at lat 30-03-15, long. 95-26-05 & being dismantled approx Mar 9. (1-18)

HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable - not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. (12-6)

HUDSPETH-RADIO: About Feb 11, VOR will be shut down until approx Mar 4. During this period MEA on V-66 El Paso to Culberson 10,000' MSL. Dove and Antelope VHF int unusable. (1-24)

JACKSONVILLE-WILSON ARPT: About Feb 25, 200' (310'MSL) twr being erected 17.3 n mi ESE (133°T) at lat 31-45-00, long. 95-00-00 & being dismantled approx Mar.16. (1-18)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement. (1-21)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)

LUBBOCK-RADIO: Nov 20, LFR shut down until approx Feb 15. Class will be: SBMRLZ.

LUBBOCK ARPT: W 300' of E ramp open as taxiway. E 500' of E ramp clsd to acft for cotton storage. (10-9)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. About Mar 18, VOR will be shut down until approx Apr 8 - during this period VOR flgts authorized to use LFK rbn in lieu VOR except V13E LFK to SHV unusable. Intersections, altitudes and reporting points as charted. (1-14)

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 126.7, 135.9, 255.4 mc. (1-29)

**MARATHON ARPT: Reinstated. Type P. Lat 30-12, long. 103-13. Lctd 1 mi SE. Elev: 4100'. 4 rnwys. Longest rnwy & fac: 37-85. Fuel: F1. (4-7)

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.(7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)

★NEWMAN-RADIO: Jan 23, voice fac on VOR cmsnd. Class: BVOR. Controlled. from. El Paso ATCS. (1-23)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed (5-16)

PORT ISABEL ARPT: Closed all operns - const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

★SNOOK-RADIO: USAF H fac freq 371 kc. Ident: SOK. Lctd: lat 30-29-00, long. 96-29-25. Class: MHW. Bear., dist Bryan AFB: 355°, 8.0 n mi. (1-29)

SNYDER-WINSTON FLD: 150' (2577'MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LFR.

TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - acct of severe scalloping and roughness.

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800' long.(1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.

**MILFORD, 45, LAX-SLC ARPT: 80/87 oct fuel and aviation oil avail. on 24-hr basis.

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

★SALT LAKE CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvr 301.4 mc cmsnd.

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3 - 2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Monpelier Rdo.

BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd to wheel-equip. acft during winter mos.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25)

**BRIDGEWATER-SHEN-MYER ARPT: Soft when wet. (12-22)

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all altitudes all times.

**DANVILLE ARPT: 80 and 100 oct gas avail. (12-19)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

HOT SPRINGS-INGALLS ARPT: Closed. (10-29)

LANGLEY AFB: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Closed to civil acft unless on official business. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional aircraft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - heavy civil air traffic crossing extension line of runway 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

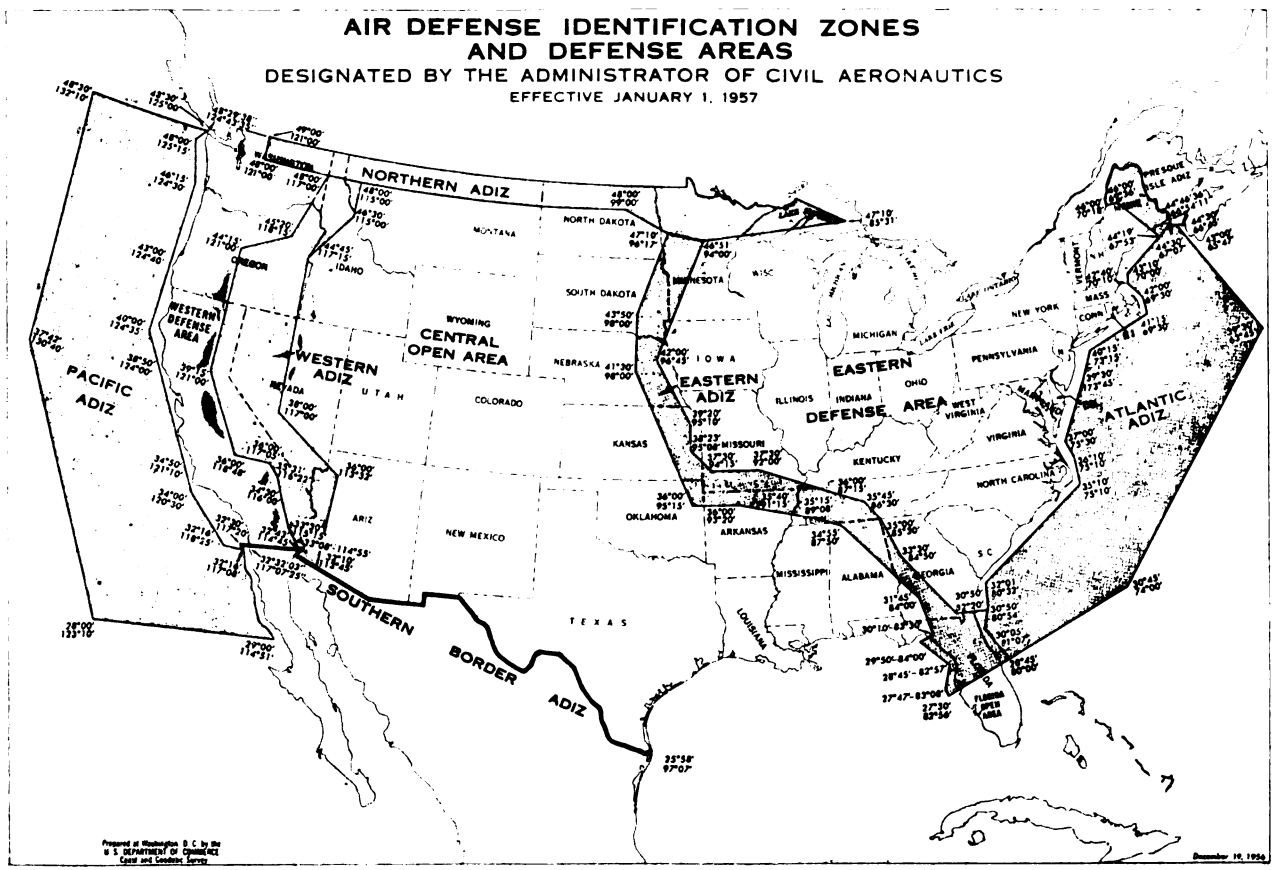
LYNCHBURG-FALWELL ARPT: Until Apr 8, antenna array to 80' along S side of rnwy 75' from edge and near hangar area - obstruction lgtd. (1-8)

VIRGINIA: LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR weather minimums inop, ngts. (7-6)
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200° 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxi-way parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE-RADIO: TVOR shut down until approx Feb 4. (1-30)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways caution.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-line across coves in Puget Sound area & lakes.
BANDERA ARPT: Clsd - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 27 n mi acct crs roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
EASTON, SITE 5B, SEA-HLN ARPT: Clsd due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
LEAVENWORTH-LAKE WENATCHEE ARPT: Clsd - due snow. (12-7)
LESTER ARPT: Clsd - due snow. (12-7)
MT CATHERINE BEACON SITE 4, SEA;HLN-ARPT: Inop - due power cable trouble.
OLYMPIA RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PACKWOOD ARPT: Clsd - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Work in progress on arpt; (11-20)
RIMROCK-TIETON ARPT: Clsd - due snow. (12-7)
**SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19) 2-way rdo required. xcpt on prior request. (1-29) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (10-11)
SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15)' FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z, and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
WASHINGTON: SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADAR APPROACH CONTROL CENTER: Effective Feb 6, radar arrival control will be established. Also receives 122.5 mc, 3023.5 kc and trans & rcvs 298.9 mc.
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. FLD: Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
WHIDBEY ISLAND NAS-RADIO: Voice communications out of service. (11-6)
**WINTHROP-PASAYTEN USFS ARPT: Closed. (12-27)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area marked by crosses and flags by day. (1-18)
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. Obstn lgts on W twr LFR lctd 3.1 mi N inop.
GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (12-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
SUTTON, 21, CIN-DCA ARPT: Closed to all acft except single-engine. (1-3)
WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft - unusable. Arpt closed until May 1, (10-12)
FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders durg winter and early spring. Snow will be rolled on the center of rnwys. (12-21)
GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Feb 8 - modernization.
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn.
LAND O'LAKES-KING'S GATEWAY ARPT: Closed due ice or snow. Arpt will be plowed on request.
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or beofre reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstruction lights on approach end of rnwy 13 are obscured by trees. Parking facilities lmtd - itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
OCONTO ARPT: E/W rnwy plowed 2850' x 175' - open to wheeled acft. NE/SW rnwy open to ski-equipped acft only. (1-16)
OSHKOSH-WINNEBAGO COUNTY ARPT: Use only N/S and E/W rnwys winter months.
WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)
WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

[redacted]: CASPER-NATRONA CO. ARPT-TOWER: ILS glide slope has moderate to severe path roughness above 7300' & beyond 6 n mi. Not to be used for auto pilot apchs.
CASPER-NATRONA COUNTY ARPT: Two 200 ft. fences SW end of ramp not obstn lgtd.
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.

[redacted]
SHERIDAN-RADIO: VOR coverage lmtd to approx 30 n mi between [redacted]
ate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.

[redacted]: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' - 60' high operg intermittently approx 1000' off E end rnwy 9R-27L.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)



MAJOR CHANGES Albuquerque ADIZ deleted; Northern ADIZ revised, Outbound traffic restrictions changed.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an indivisual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that thould be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of +4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 111.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Alton, Ill., - Civil Memorial
(Troy, Illinois VOR)
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N. C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana, -Ryan
Beaumont, Texas-Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho - Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Natrona County
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON

Coalinga, Calif., -Coalinga
Corpus Christi, Texas - Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, Calif., -Daggett Int.
Dallas, Texas - Love
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Mich., -Wayne-Major
(Carlton, Michigan VOR)
Dillon, Mont., 32, SLC-GTF
Douglas, Arizona - Bisbee-Douglas International

DuBois, Idaho, 23, SLC-GTF
El Dorado, Ark., -Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Washington
Eugene, Oregon-Mahlon-Sweet
Evansville, Ind., -Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas

Gage, Oklahoma
Galveston, Texas - Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana

Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas-Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, Nebr., 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia-Preston Glenn
Malden, Missouri
Marysville, Calif., - Yuba County
Massena, New York - Richards Field
McComb, Miss., -Pike County
Meridian, Miss., - Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota, -Port O'Minot
Modesto, California - Modesto
Modesto, California - Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana - Selman Field
Montgomery, Ala., - Dannelly Field
Nashville, Tenn., - Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., -Will Rogers
Old Town, Maine
(Bangor, Maine VOR)

Omaha, Nebraska
Ontario, Calif., - Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois - Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., - Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon- Portland Intn'l
Poughkeepsie, N. Y. - Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colo., -Pueblo Memorial
Raleigh, N. C., - Raleigh-Durham
Red Bluff, California - Municipal
Rockford, Ill., - Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri- Lambert
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California - Lindbergh
San Francisco, Calif., - Intn'l
(Oakland, Calif. VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman (Akron VOR) Colorado
Topeka, Kans., -Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman and Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Fla., -Palm Beach AFB
White Plains, N.Y. -Weschester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., - Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona- Yuma County

OUT OF ALPHABETICAL ORDER

Sacramento, California
Charlotte, Douglas
Winston-Salem, North Carolina
Brunswick(St. Simons Is.) Ga., McKinnon
Rawlins, Wyoming-Raw'
Imperial California

GROUND

Aberdeen, S. Dak., -(Saunders)
Albany, Georgia
Albuquerque, N. Mex., -Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem Easton
Amarillo, Texas, -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas, -Jefferson County (Port Arthur)
Binghamton, N. Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Ky., -Bowling-Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas, Rio Grande Valley I
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, S. C., - Municipal

Columbus, Ohio- Port Columbus
Covington, Ky., - Greater Cincinnati
Crestview, Florida
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elmira, New York- Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fayetteville, Arkansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida- Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., - Austin-Straubel
Greensboro, North Carolina- High Point
Greenwood, Miss., - Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal

Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas - Kimble County
Key West, Florida -Boca Chica
Key West, Florida- Key West Intn'l
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
LaFayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada- McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky- Bowman
Louisville, Kentucky- Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., - Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama - Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts- Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana - Moisant
North Platte, Nebraska - Lee Bird

Olympia, Washington
Orlando, Florida
Paducah, Kentucky- Barkley
Palacios, Texas
Parkersburg, W. Va., - Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois- Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas- Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois- Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N. Y., - Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

St. Petersburg, Fla., - Pinellas Co. Intn'l

Salisbury, Md., -Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., -Seattle -Tacoma Intn'l
Sheridan, Wyoming- Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota - Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina - Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Fla., - Dale Mabry

Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama - Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander

W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W. Va., -Wheeling-Ohio County

Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER

Elko, Nevada
Lafayette, Indiana - Purdue
Roswell, New Mexico
Hobbs, New Mexico, Lea County

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
Anderson, Ace	2.0 WNW; 302°	1400	534	40-03-42; 85-42-33
Evansville, Dress Mem'l	8.0 ESE; 98°	1049	569	38-01-31; 87-21-43
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
Boston, Logan	10.9 WSW; 252°	1349	1199	42-18-37; 71-14-14
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
Saginaw, Tri-City	11.3 ESE; 112°	1647	1056	43-28-13; 83-50-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
Tupelo, Tupelo	4.9 NNE; 35°	654	529	34-19-24; 88-42-39
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lea County	33.0 NW; 321°	6086	1610	33-22-32; 103-46-05
NEW YORK				

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
Williston, Chandler	6.1 WSW; 267°	3221	878	48-08-02; 103-51-36
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-16; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
Nashville, Berry (Under Construction)	6.6 W; 274°	2049	1380	36-08-50; 86-49-54
TEXAS				
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
Austin, Mueller	4.1 W; 280°	2049	1140	30-18-35; 97-47-33
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Eastland, Eastland	1.1 SE; 145°	3168	1608	32-24-00; 98-48-17
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
Midland, Midland Air Term.	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION											CEILING AND VISIBILITY MINIMUMS			
From				To				Course and Distance	Minimum Altitude		Condition	Two Engine or Less		More Than Two Engine More Than 65 Knots
												65 Knots or Less	More Than 65 Knots	
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt			Surveillance approach		
205	255	5	1800	10	2500	15	3500	20	3500			T-dn *	300-1	300-1	200-½
255	205	5	1800	10	2000	15	3000	20	3500			C-dn	500-1	600-1	600-2
												S-dn #	500-1	500-1	500-1
												A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
* 300-1 required for take-off Rnys 16L, 16R, 25L, 34R
# Rnys 7L, 25R, 16R, 30

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 800' msl, then proceed to San Pedro Int continuing climb to minimum of 2500' msl.
CAUTION: Circling minimums do not provide clearance over 500' hill one mile south of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Long Beach, Calif	Municipal 56'	Long Beach Radar	1, Orig 9 Mar 57	None

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt				
015	040	5	1500	10	1800	15	2000	20	5000	25	7500	Precision approach			
040	060	5	1500	10	1500	15	2000	20	3000	25	3500	S-dn-25L	200-½	200-½	200-½
060	085	5	1500	10	1500	15	1500	20	3000	25	3500	A-dn	600-2	600-2	600-2
085	135	5	1500	10	1500	15	1500	20	3000	25	3000	Surveillance approach			
135	150	5	1500	10	1500	15	2500	20	3000	25	4000	T-dn	300-1	300-1	200-½
150	180	5	1500	10	2000	15	2500	20	3000	25	4000	C-dn	500-1	600-1	600-1½
180	270	5	1500	10	1500	15	1500	20	3000	25	4000	S-dn*	400-1	600-1	600-1½
270	345	5	1500	10	2500	15	3500	20	5000	25	5000	A-dn	800-2	800-2	800-2
345	015	5	1700	10	2000	15	3000	20	5000	25	7500				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
*Runways 25L-R, 7L-R.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on W crs of Los Angeles LFR within 25 miles of LAX LFR.
Major Changes: Raise small aircraft circling ceiling to 500' because of obstructions.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles, Calif	International 125'	Los Angeles Int Radar	1, Amdt 10, 9 Mar 57	9 14 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Instrument approach to be conducted in accordance with standard instrument approach- U.S.N.. as contained on latest chart AL-669-RNG.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlantic City, N.J.	Naval Air Sta. 70'	SBMRLZ NBB	1, Amdt 2, 16 Mar 57	1, 1 Jan 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Austin VOR	AUS-LFR	Direct	2000	T-dn*	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

* 300-1 on runways 3-21, 16L-34R, 12L-30R.

→ Procedure turn S side NW crs, 298 Outbnd, 118 Inbnd, 3000' within 10 mi.
→ Minimum Altitude over facility on final approach crs, Austin FM 2500' - LFR 1500' #
→ # If Austin FM not received, altitude over LFR 2500'.
Crs and distance, facility to airport, 118-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 mi, climb to 2000' on SE crs within 20 mi..
CAUTION: Tower 2049' 2.5 mi SW of crs, within FM signal zone.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Tex	Mueller 631'	SBMRLZ AUS	1, Amdt 12, 16 Mar 57	11, 9 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BYT LFR	CLL-VOR	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 278 Outbnd, 098 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 098-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi, climb to 1500' on R-125 within 20 mi of VOR.
Major Changes: Procedure reinstated.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
College Station, Tex	Easterwood 320'	BVOR CLL	1, Amdt Orig 9 Mar 57	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Ft Smith Rbn	FSM-VOR	Direct	2200	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d	600-1	600-1	600-1
				S-n-25	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 046 Outbnd, 226 Inbnd, 1900' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 226-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi, climb to 1800 on R-235 within 20 mi.
CAUTION: 620 MSL unlighted Hill 1.5 mi E of airport.
AIR CARRIER NOTE: 300-1 required for T.O. Runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in T.O. or landing minima authorized for Cargo or Ferry flights.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Smith, Ark	Municipal 468'	BVOR FSM	1, Amdt 3, 16 Mar 57	2 25 Aug 56

				T-dn	300-1	300-1
				C-dn	500-1	500-1
				S-dn-24	500-1	500-1
				A-dn	800-2	800-2

Procedure turn N side of crs, 042 outbnd, 222 inbnd, 3500 within 10 miles.
Minimum alt over HKY VOR on final approach course 2500. Min alt over FM on final app crs 1900 *
Crs and distance, VOR to airport, 222-10. Crs and distance FM to airport, 222-5.0*
* If FM not received, descent below 1900' not authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10 miles, turn right, climb to 3500, returning to HKY VOR on R-222

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hickory, N.C.	Municipal 1167'	BVOR HKY	1, Orig, 30 Mar 57	none

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 283 outbnd, 103 inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach course, 1400'
Crs and distance, facility to airport, 103 - 6.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.8 mi., climb to 2000' on R-103, turn right and return to LaGrange VOR.
AIR CARRIER NOTES: No reduction in night landing or take-off minima authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★LaGrange, Ga.	Callaway 700'	BVOR LGC	1, Amdt.Orig 16 Mar 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ AUS VOR	Plate au Int	direct	3000	#T-dn	300-1	300-1	200-½
Lake Travis Int	Plateau Int	direct	2300	C-dn →	400-1	500-1	500-1½
Plateau Int	Burnet Int (Final)	direct	1400	S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Not less than 300-1 authorized for take-off on runways 3-21, 16L-34R, and 12L-30R.

→ Procedure turn W side NW crs, 305 Outbnd, 125 Inbnd, 3000 within 10 mi of Plateau Int.
Minimum Altitude at Plateau Int 2300, Burnet Int 1400.
Distance, Burnet Int to Rny 12, 2.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles, climb to 2000 on SE crs ILS within 20 miles. When directed by ATC turn left, climb to 2000 on R 100 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Austin, Texas	Mueller 631'	ILS-IAUS, VOR-AUS NW crs ILS	2, Amdt 2, 16 Mar 57	1, 29 Aug 56

Ft Smith VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Int E crs ILS & 288 brng to				S-d	600-1	600-1	600-1½
Ft Smith "H"	LOM	direct	1600	C-n	600-2	600-2	600-2
Int E crs ILS & R 090 FSM VOR	LOM	direct	1600	S-dn-25 #ILS	300-¾	300-¾	300-¾
Int E crs ILS & 343 brng to Ft.				ADF	500-1	500-1	500-1
Smith "H"	LOM	direct	1600	A-dn ##ILS	600-2	600-2	600-2
→ Ft. Smith "H"	LOM	direct	2200	ADF	800-2	800-2	800-2
→ Int E crs ILS & R-110 FSM	LOM (final)-ILS	direct	1600				
→ Int E crs ILS & R-110 FSM	LOM (final)- ADF	direct	1100				

#500-¾ when G.S. not utilized.
##All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.
Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1800 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to appr end of rny at OM 1530-3.2, at MM 702-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi after passing LOM (ADF) climb to 1800' on crs of 253 within 15 mi, or climb to 1800' on R-235 FSM within 15 miles.
NOTE: No approach lights.
AIR CARRIER NOTE: 300-1 required for T.O. runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in take-off or landing minima authorized for cargo and ferry flights.
CAUTION: Water tower 611' 1 mile W of W end of runway 7.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fort Smith, Ark	Municipal 460'	ILS-IFSM, LOM-FS	1, Amdt 4 16 Mar 57 Comb ILS & ADF	3, 13 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
FNA LFR	LOM	direct	1700	T-dn	300-1	300-1	200-½
FNO VOR	LOM	direct	1700	C-dn	500-1	500-1	500-1½
Bowles Int (LFR)	LOM	direct	1700	S-dn-29# ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Bowles Int (VHF)	LOM	direct	1700	A-dn ## ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#400-½ required with glide slope inoperative. 400-1 required when only localizer and either the outer marker or outer compass locator operative

800-2 alternate landing minimums with any regular component of ILS inoperative.

Procedure turn S side of crs, 109 Outbnd, 289 Inbnd, 1700 within 10 miles of LOM. Beyond 10 mi NA.
(Nonstandard for more favorable terrain)
Minimum Altitude at G.S. int inbnd, 1700 ILS, minimum altitude over LOM inbnd final 1000 ADF
Altitude of G.S. and distance to approach end of rny at OM 1400-3.8, at MM 535-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM (ADF), climb to 1500' on course of 289, turn left and climb to 2000' on W crs of FNO LFR within 20 miles, or climb to 2000' on R-270 FNO within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fresno, Calif	Air Terminal 331'	ILS-FNO, LOM-FN	1, Amdt. 6, 16 Mar 57 Comb ILS-ADF	5, 6 Aug 55

Greensboro LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
Winston-Salem LFR	LOM	direct	2300	C-dn	400-1	500-1	500-1½
Wallburg Int	LOM	direct	2300	S-dn-14* ILS	200-½	200-½	200-½ ←
Greensboro VOR	LOM	direct	2200	ADF	400-1	400-1	400-1
Thomas Int	LOM	direct	2300	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-½ required when glide slope not utilized.

→ Procedure turn N side NW crs, 318 Outbnd, 138 Inbnd, 2400 within 10 miles.
→ Minimum Altitude at G.S. int inbnd, 2400-ILS; minimum altitude over LOM inbnd final 1800-ADF
Altitude of G.S. and distance to appr end of rny at OM 2385-4.2, at MM 1140-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi LOM (ADF), climb to 2300 on SE crs ILS (138) within 20 mi; when directed by ATC, turn left, climb to 2300 on NE crs LFR within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Greensboro, N.C.	Greensboro-High Point Mun 913'	ILS-IGSO, LOM-GS	1 Amdt 5, 16 Mar 57 Comb ILS & ADF	4, 12 Jan 57

Maxwell LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Montgomery VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
→ Benton Int (LFR) via crs 109°	W crs ILS (Final)	Direct	1500	S-dn-9 *ILS	300-¾	300-¾	300-¾
→ Craig Int (VHF)	LOM (Final)	Direct	1500	ADF	400-1	400-1	400-1
→ Calhoun Int	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
→ Booth Int	LOM	Direct	1700	ADF	800-2	800-2	800-2

* 400-¾ required if glide slope not utilized.

Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 1700' ILS; Min. alt. over LOM inbnd final - 1000' ADF.
→ Altitude of glide slope and distance to approach end of Rny at OM - 1700'-5.1; at MM - 435-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.1 mi after passing LOM (ADF) climb to 1500' on crs of 120 or on R-120 MGM within 20 mi
NOTE: No approach lights.
→ CAUTION: Tower 987' MSL, 8 mi East.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Montgomery, Ala	Dannelly Fld 219'	ILS-IMGM, LOM-MG	1, Amdt 1, 16 Mar 57 Comb. ILS-ADF	Orig 8 Apr 55

(5 Feb 1957)

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SPECIAL NOTICE
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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(19 Feb 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit: "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____) IFR (or) VFR FLIGHT PLAN, OVER"

The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds

Continued on next page.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5; 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260; 109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6	ASR	
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Runway 13R. Arrival Control Gds 122.7 mc; does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 126.5, 126.18, 243.0, 257.8, 274.3, 263.0	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt. Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Los Angeles Intnl. Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6.	ASR - PAR	Runway 25L Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7,	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	Arrival Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7. 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	118.9; 120.7; 121.5; 122.1; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	Gds: 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 257.8 263.0, 301.4, 348.6, 255.4
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 348.6, 121.5, 120.5, 124.4	ARSR	Guards 122.1, 120.5, 124.4, 121.5 Oper. 255.4, 301.4mc merg only. Does not guard 135.0 mc. Call Washington Center.
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden - Hill AFB, Utah	120.1, 121.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 348.6, 363.8, 270.6, 335.8, 289.4	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 298.9		Arrival & Departure Control Gds: 3023.5; 122.5, 298.9
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.

(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:

(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)

(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).

(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).

(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).

(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

5. The chart on page 48 shows the approximate locations of ADC radar stations which can provide this service. The initial call should always be made to "STARGAZER" - the names shown on the chart are not to be used as call signs.

INSTRUMENT LANDING SYSTEMS

(19 Feb 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	268 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.65	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	BC-restricted.
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN		273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(19 Feb 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,3486, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	#,122.1	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2,243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g-7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VOR	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	(2),#,122.6	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4,125.1,125.9	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6	#	
" San Fernando Valley	C(g)		227;120.1,121.5,126.18, 257.8,243.0	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 289.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(Test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Norton AFB	H	SBD	397		
(1) San Diego	MHWZ	SDN	512		
"	*TVOR	SAN	111.8		
	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	HW	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,	3023.5;122.7,# 269.4, 284.6,290.3	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0, 255.4	(3),#	DME
[redacted]	[redacted]	[redacted]	[redacted]		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,	(2),# 271.2,343.6,348.6	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2	#	
Eagle	TVBJ	EGE	V;121.5,122.2, 126.7;243.0,255.4;391	(3),#	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4 278;243.0	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0, 255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
	Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)				
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,362.3,120.5,121.5	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	VORW	GNV	116.2		
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 2430 (126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,1323,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St.Augustine Fairchild	CI		272;126.18	3023.5;#, 122.5	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3,257.8	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0,3486	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 348.6,243.0,271.2,290.8,338.2,343.6	(2),#	
"	Center		120.3,132.8,118.9,301.4,348.6,353.7,301.4,307.9,324.7,353.7,360.6	118.9,120.3,121.5,132.3,243.0	
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,2430	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5,323.4,355.2
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1,123.7,123.9,124.7,124.3,119.7,250.2,323.2,340.6,353.9		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR- DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
Rockford	SBRAZ- DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ- DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR- DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR- DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ- DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18, 257.8	(2),#	
Goshen	SBRAZ- DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ- DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18, [redacted] 243.0,257.8,269.4,284.6,290.3,	(2),#	
"	Center		119.3, 119.7,120.1, 124.9,125.3,301.4,124.1,385.6, 338 6,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1 ,118.5,119.9,121.1,121.5 ,122.1,122.5, 125.3,126.7,132 ,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR- DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ- DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5, 257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ - DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR- DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH- DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ- DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 133 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS- Cedar Rapids	BVOR- DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR- DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR- DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR- DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
Sioux City	SBMRLZ- DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR- DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR- DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ- DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR- DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR- DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ- DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR- DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR- DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4 ,243.0	(3),#	DME
Hutchinson	SBMRLZ- DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	VORW	HOP	293		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	280		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1) Grantsville	VORW	GRV	110.4	ATCS-Morgantown, W.Va.	
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8,263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 144 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 302 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(2),#	125.7,269.2,121.5
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	#	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0, 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
(3) Bemidji (S)	TVORW	BJI	111.2		
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230 wk days 0 5-20 Sa 05-2030 Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126.8,348.6	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			255.4,257.8,305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0, 255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3;118.5;119.5;121.5, 126.18;243.0;257.8;360.6, 379.1;290.8;338.2;348.6	(2),#	
"	Center		120.3;301.4;124.5;125.5;125.7;243.0;121;53;079;319;232;473;436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3;121.5;257.8;243.0;348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4, 120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-0200Z)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,13788,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 55.4	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW.	RYE	359		
NEW JERSEY					
[redacted]					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
"	HW	NEL	396		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW JERSEY					
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18	0830-2330Mon-Fri;Sat0830-1630;Sun1130-2130
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,3486	(2),#	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7		#
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,2430,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243,03198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7. 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5.119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,1204,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6,317.5	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1)" "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,2430,2578,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1) Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 3486,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
Hickory	TVJ	HKY	V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLZ (Voice oper 0800-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1),#	64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,3486	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,14274,243.0,257.8	30235,1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C		227;121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,119.0, 121.5,126.18,257.8,243,269, 291.8,307.2	(2),#-257.8) 250.2,	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;121.1,121.5,126.18, 121.3,126.5,243.0,348.6,257.8	(2),# 274.3,2630	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2 243.0	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408	243.0	
(1)Jefferson	VORW	JFN	115.2	243.0	ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	10 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,360.6,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 [illegible] 348.6,263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18,121.5,257.8,348.6,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,348.6	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 [illegible] 348.6		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348.6,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	117.3		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - --- See Tri-City					
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3).#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2.255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486,340.6,26.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1	243.0	DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5,243.0,126.18, 3486,119.5,257.8,307.2,312.6,290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Feb 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3, 120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,363.8,236.2,324.7	(2),# ,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Ar pt	AC(g)		278,118.1,118.7,126.18,290.3, 3486,284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
" (Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278,199,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
(1) "	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486		DME
SanAngelo Mathis	AC(g)		272,118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,3814,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BHZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272,119.1,243.0,257,8348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
We st (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4	(3).#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		[illegible]
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 3486,121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,301.4,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-DTV	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396,119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7;122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 2578,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,120.7,121.5,126.18,257.8,383.8,243.0,118.5	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18,243.0 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567;2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486	(2), #	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) — . - .. - . - . . . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the work "omni". Example: AIRVILLE UNATTENDED OMNI

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier

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INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VFR or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

(19 Feb 1957)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 5, 1959, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in 'main body' of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2o00'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

✓ FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

✓ VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

✓ MINIMUM EN ROUTE ALTITUDES: Effective March 14, 1957, the following minimum en route IFR altitude is amended to read in part:

FROM	TO	MEA
VOR CIVIL AIRWAY 123		
Washington, D.C. TVOR	Baltimore, Md. LFR	1600
Baltimore, Md. LFR	Essex Intsxn, Md.	1600
Essex Intsxn, Md.	Port Deposit Intsxn, Md.	2000
Port Deposit, Intsxn, Md.	Woodstown, N. J. VOR	1600

✓ INTERSECTIONS AND REPORTING POINTS ALONG CONTROL 1150: Effective February 10, 1957, MRAs established by flight check for presently established intersections and reporting points along Control 1150. Minimum altitude 15,000 ft. MSL for navigation from a point 75 n miles S of IMN VOR to 25 n miles S of Barracuda Intersection. MRA at Snapper and Tarpon Intersections found at 7,000 ft. MSL. Adequate position fix information exists for navigational guidance within Control 1150 is available from the following commissioned VOR facilities: IMN, MYR, SAV, SSI, JAX, NZC, DAB, ORL, VRB, PBI.

✓ COMPULSORY REPORTING POINTS FOR AIRCRAFT OPERATING BELOW 15,200 FEET MSL: Effective as indicated, the following reporting points are compulsory only for acft operating below 15,200 ft. MSL:

Effective immediately:

HAINESVILLE, TEX. (LF) INTSXN - the intsxn of a line bearing 13°T from the Tyler, Tex. non-directional rdo bcn with the W course of the Shreveport, La. rdo rng and is lctd on Red Civil Arwy No. 10.

Effective March 14, 1957: (Redesignate)

NEW BRAUNFELS, TEX. (VHF) INTSXN - the intsxn of the 074°T radial of the San Antonio, Tex. VOR and the 207°T radial of the Austin, Tex. VOR. (This corrects Airman's Guide, Volume 11, No. 24, dated February 5, 1957, page 12, Item 2(a) under VOR Reporting Points.)

✓ NON-STANDARD HOLDING PATTERN: Effective March 14, 1957, the following non-standard holding pattern is as follows:

NEW BRAUNFELS, TEX. (VHF) INTSXN - direction of holding - NE on the 074°T radial of the San Antonio, Tex. VOR (inbound course 254°T); direction of turns - RIGHT; time - one minute.

✓ TEMPORARY CONTROL AREA EXTENSION: Effective 0001 CST, April 1, 1957 to 2400 CST April 5, 1957, unless otherwise advised the following control area extension is amended as follows:

LAKE CHARLES, LA. Control Area Extension is amended to read: "All that airspace within a 40-mile radius of the Lake Charles, La., rdo rng stn excluding the portion which overlaps the Houston (Beaumont-Palacios-Houston) Control area extension, and excluding the portion below 3000 ft. MSL which overlaps the temporary King Cole Restricted Area".

NOTE: At the end of this period (April 1 - 5, 1957), Lake Charles, La. Control Area Extension as designated prior to this temporary amendment shall again become effective.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 186)
(March 14, 1957)

In Section 608.18, the Pinecastle, Florida, area (R-165 and R-340 formerly D-165 and D-340, respectively), published on November 6, 1954 in 19 F.R. 7225 is amended by changing the "Controlling Agency" column to read: "Commander, Fleet Air, Jacksonville, Fla."

(Part 608 - Restricted Area - Amendment 187)
(See Chart p. 49) (April 1 - April 5, 1957)

In Section 608.26, the King Cole, Temporary Restricted Area, La. is added to read: "Description by Geographical Coordinates: From lat 30-18-00, long. 93-36-00; the SW corner N to lat 30-35-00, long. 93-36-00; thence E to lat 30-35-00, long. 93-16-00; thence S to lat 30-18-00, long. 93-16-00; thence to point of beginning, excluding the Lake Charles AFB Control Zone. Designated Altitudes: Surface to 3000 ft. Time of Designation: Continuous. Controlling Agency: Maneuver Director, Camp Polk, La."

(Part 608 - Restricted Area - Amendment 188)
(See Chart p. 49) (May 20 - May 24, 1957)

In Section 608.26, the Sledge Hammer, Temporary Restricted Area, La., is added to read: "Description by Geographical Coordinates: Beginning at lat 31-47-30, long. 93-24-30, which is the N bndry of Civil Arwy Red 30; thence NE to lat 32-01-00, long. 92-49-30; thence NNW to lat 32-14-30, long. 92-53-30; thence NNE to lat 32-26-30, long. 92-50-00; thence easterly along the southern bndry of Civil Arwy Red 10 to lat 32-25-15, long. 92-29-30; thence SSW to lat 32-15-00, long. 92-32-30; thence SSE to lat 31-51-00, long. 92-25-00; thence WSW to lat 31-37-00, long. 93-02-30, which is the northern bndry of Civil Arwy Red 30 thence along the northern bndry of Red 30 to the point of beginning. Designated Altitudes: Surface to 3000 ft. MSL. Time of Designation: Continuous. Controlling Agency: Maneuver Director, Camp Polk, La."

✓ NEW YORK AREA CONTROL CENTER AIREP EXEMPTION PROCEDURES: Effective March 1, 1957, the New York Area Control Center will effect AIREP exemption procedures for designated acft within the confines of the New York Ocean boundaries as outlined in ICAO DOC 7030 Par 2.3.3. Acft so designated will be advised by transmission of following message from the New York Center "(Acft Ident) AIREP Exempt New York Oceanic Area."

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 11, No. 22, dated January 8, 1957, as follows:

(1) Page 5 - On-Request Reporting Points. Under Designate: Item 6 - Disregard Mackerel, Fla. (VHF) Intsxn. Under Redesignate: Item 6 and 7 - Disregard Shark, Fla. (VHF) and Tarpon, Fla. (VHF) Intsxns. Change back to previous description.

Correct Airman's Guide, Volume 11, No. 24, dated February 5, 1957, as follows:

Minimum En Route Altitudes: Effective March 14, 1957.

(1) Page 5 - V-38 Add the following:

Joliet, Ill. VOR	*Manteno INT, Ill.	2000
*2500 - MRA		
Manteno INT, Ill.	Peotone, Ill. VOR	2000

V-47 is corrected to read:

Cincinnati, Ohio VOR	Englewood INT, Ohio	3000
Hamilton INT, Ohio	Cincinnati, Ohio VOR S-bound only	2300
Englewood INT, Ohio	Dayton, Ohio VOR	2300
Cincinnati, Ohio VOR Via W alter.	Englewood INT, Ohio Via W alter.	2500
Englewood INT, Ohio Via W alter.	Dayton, Ohio VOR Via W alter.	2300

(2) Page 6 - V-76 - Portion of this arwy segment is also part of V-222 from Round Top intsxn to Sealy INT, Tex. MEA 3500' and MOCA 1700'.

(3) Page 7 - V-191 - Big Run INT, Ill. to Chicago (Midway), Ill. TVOR MEA 2100'. (This is also V-69)

(4) Page 8 - V-262 - Change Joliet, Ill. VOR to Chicago (Midway), Ill. TVOR MEA 2000' to read as follows:

Joliet, Ill. VOR	Big Run INT, Ill.	2000
Big Run INT, Ill.	Chicago (Midway), Ill. TVOR	2100

(5) Pages 6 &7 - V-107 and V-209 - Correct to read in part: Long Beach, Calif. VOR to Hermosa Int., Calif. 2000 ft; Hermosa Int. to Pt. Dume Int. 3000 ft; (MCA 4000 ft at Pt. Dume Int., N-bound).

ON-Request Reporting Points: Effective March 14, 1957.

(1) Page 8 - Under Designate: Item 6 - Correct to read: BUFFALO, IOWA (VHF) INT - the intsxn of the 093°T radial of the Iowa City, Iowa VOR and the 230°T radial of the Moline, Ill. VOR.

(2) Page 8 - Under Designate: Item 7 - Correct to read: CHARLOTTE, IOWA (VHF) INTSXN - the intsxn of the 268°T radial of the Polo, Ill. VOR and the 322°T radial of the Moline, Ill. VOR.

(3) Page 8 - Under Designate: Item 24 - Correct to read: FREEPORT, ILL. (VHF) INTSXN - the intsxn of the 276°T radial of the Rockford, Ill. VOR and the 239°T radial of the Janesville, Wis. VOR.

(4) Page 9 - Under Redesignate: Item 6 - Correct to read: COLONA, ILL. (VHF) INT - the intsxn of the 199°T radial of the Moline, Ill. VOR and the E course of the Quad City, Ill ILS lclzr.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

Page 28 - Delta, Utah. Correct CAA telephone number to read: 4741

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

AIN	Wainwright, Alaska, REP (Change from WWT)
AKU	Alakanuk, Alaska, REP (Change from AUK)
AUK	Auke Bay, Alaska (Assignment)
BPI	Big Piney, Wyo. (Assignment)
COI	Cocoa, Fla. Cocoa Arpt (Merritt Island) (Assignment)
ICE	Ice Island, Arctic Ocean (Assignment)
LNL	Lonely, Alaska (Assignment)
OLI	Oliktok, Alaska (Assignment)

TROY, ILLINOIS VOR SHUTDOWN: On or about February 18, 1957, the Troy, Ill. VOR will be shut down for modernization for a period of approximately one month. During the interim period, the following MEA's can be utilized:

When route of flight includes changing to any airway with a higher MEA, flight will be cleared to higher MEA prior to crossing intersection so that intersection will be received to enable pilot to make turn.

Airways, alternate airways and intersections formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

Air carriers should check to determine need to request any direct routes using combination facilities if they desire lower altitudes or require added transitions to approach procedures.

FROM	TO	MEA
VOR Civil Airway V4		
St. Louis, Mo. VOR	Int R100 STL and R235 VLA (Troy Int Temp)	2100
Int R100 STL and R235 VLA (Troy Int Temp)	Centralia, Ill. VOR	2000
VOR Civil Airway V72		
Int R100 STL and R235 VLA (Troy Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V12, V14		
St. Louis, Mo. VOR	*Int R072 STL and R187 SPI (Prairie Int Temp)	2000
*MRA 4000' (Flag) Int R072 STL and R187 SPI (Prairie Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V69		
Springfield, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	3000
*MRA 3000' Int R187 SPI and R269 VLA (Gillespie Int Temp) *MRA 4000' (Flag)	*Int R187 SPI and R072 STL (Prairie Int Temp)	4000
VOR Civil Airway V191		
St. Louis, Mo. VOR	*Int R165 STL and R276 ENL (Meramec Int Temp)	2000
*MRA 4000' (Flag) Int R165 STL and R276 ENL (Meramec Int Temp) *MRA 3000' (Flag)	*Crystal City, Mo. Int	2500
DIRECT ROUTES		
Vandalia, Ill., VOR	Roberts, Ill. VOR	4000
St. Louis, Mo. LFR	Int R186 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	2100
Int R187 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	Int R265 SCT and R191 HUF (Carlisle Int Temp)	3100
Int R265 SCT and R191 HUF (Carlisle Int Temp)	Scotland, Ind. VOR	2000
St. Louis, Mo. VOR	Scotland, Ind. VOR	6000
VOR Civil Airway V186		
Vandalia, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	2000
*MRA 3000' (Flag)		

✓ CONTROL AREA 1150 REDESIGNATED: Effective 0001EST February 17, 1957, Control Area 1150 between Wilmington, N.C. and West Palm Beach, Fla. is redesignated as follows: That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N.C. omnirange station to a circle 25 miles in radius centered on Gateway Intersection (the intsxn of the E course of the Jacksonville, Fla. rdo rng and a direct line between the Wilmington, N.C. omnirng stn and the West Palm Beach, Fla. rdo rng stn) to a circle 5 miles in radius centered on the West Palm Beach, Fla. rdo rng stn, excluding the portion below 2000ft MSL which lies outside the [illegible]. The Navy is cooperating by revising warning areas W-157, W-157A, W-158, W-158A and W-132 and the Air Force by revising W-177 all effective 0001EST February 17, to provide for this control area expansion. This redesignation of Control Area No. 1150 and revision of the warning areas is temporary. These areas will be redescribed on or about July 1, 1957 when a new non-directional rdo bcn is commissioned at Wilmington, N.C.

(Continued)

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Charlotte	Norfolk	Philadelphia Local	WAC 309
Chattanooga	Orlando	Pittsburgh Local	WAC 310
Jacksonville	Savannah	Washington Local	WAC 358
Miami	Washington		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Casper	1-29-57	Nashville	2-7-57	WAC 265	1-29-57
Chicago	2-7-57	Tulsa	2-1-57	WAC 361	2-7-57
Kansas City	2-1-57	Boston Local	2-1-57	3071	1-29-57
Lincoln	2-1-57	Honolulu Local	2-1-57	3060d	2-7-57

Instrument Flight Charts
released since January 28, 1957

AL 329 RNG	Portland Airport, Me.	AL 622 ADF-2	Pounds Field, Tex.
AL 473 RNG	Klamath Airport, Ore.	AL 65 VOR	Buffalo Airport, N.Y.
AL 662 RNG-1	McCarran Field, Nev.	AL 327 VOR-2	Pocatello Airport, Idaho
AL 662 RNG-2	McCarran Field, Nev.	AL 473 VOR	Klamath Airport, Ore.
AL 1234 RNG	Fairbanks Intnl Arpt. Alaska	AL 633 VOR	Huntsville Airport, Ala.
AL 119 ILS-2	Detroit-Wayne Arpt, Mich.	AL 659 VOR	Nantucket Mem'l, Mass.
AL 652 ILS	Worcester Arpt, Mass.	AL 662 VOR	McCarran Field, Nev.
AL 166 ADF-1	Chicago Intnl Arpt, Ill.	AL 850 VOR	Philip Airport, S. Dak.

RF 1, 4
RF Dates of Latest Prints

NEW CHARTS

AL 166 ADF-2	Chicago, Ill.	Chicago Intnl (O'Hare) Arpt
AL 703 VOR	Huntsville, Ala.	Redstone AAF

RF Portland Terminal Area
RF-VOR Portland Terminal Area

✓ ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outer marker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. (11-2) About Feb 25, VOR will be shut down until approx April 29. (2-8)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long 86-53-58, about 10 n mi NW Birmingham Mun Arpt. (12-14)
BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
**DEMOPOLIS ARPT: Delete "(PC)" prefix. (2-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in Montgomery-Maxwell area should avoid Maxwell AFB and Dannelly Fld control zones unless in contact with and cleared by the appropriate twr. Extensive flying engaged in at both arpts including practice instr apchs and simulated "flame-outs" by jets from 6500' to Dannelly Fld. (1-22)
✱MONTGOMERY-DANNELLY FLD-TOWER: Glide slope angle 2.67°. Alt. over OM 1800'
** MSL; MM 438' MSL. (2-9) FLD: E/W rnwy const finished - 8000' now avail. Entire E/W taxiway now avail. Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
GRAND CANYON (S. RIM) ARPT: Due weather conditions, clsd until April 1. (12-26)
**LIGURTA, BCN SITE 16, SAN-TUS: Rotation changed to 12 rpm. (2-4)
PHOENIX-PARADISE ARPT: Open on racing days only. (2-2)
**PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7) 210'(1450'MSL) lgtd twr erected 3.5 n mi ENE(86°T) at lat 33-26-36, long. 111-56-25. (2-4)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185° 30 n mi at 10,000'.
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

ARIZONA-SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26) ends.
TUCSON ARPT-SPECIAL NOTICE: Caution-target towing on a direct route off arwy to Ajo, wk
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'.
**TUCSON-GILPIN ARPT: Arpt permanently closed. (1-15)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (8-27)
ARKANSAS: FLIPPIN-RADIO: Feb 12 VOR shut down until approx April 16. (2-12)
HARRISON ARPT: Fld clsd nights.
LITTLE ROCK-RADIO: About Feb 18, Keo FM on SE course of LFR will be shut down until approx March 1. (1-31)
**MOUNTAIN HOME-LAHAR FLD: New arpt reported: Type "L"; lat 36-19, long 92-25; lctd 2 mi SW; elev 900'; 1 rnwy; longest rnwy and surface 2350' turf; 80/87 octane gas; remarks - unattended. (9-12)
**PARIS ARPT: ABANDONED. (12-6)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. About January 28, VOR will be shut down until approx March 28 - relctd lat 33-30-50, long 94-04-20. (12-28) VOR flights authorized to use TXK LFR in lieu of VOR.
CALIFORNIA: **ATWOOD ARPT: ABANDONED. (1-18)
AUBURN ARPT: Clsd to hvy acft. Light acft use extreme caution acct soft rnwys. (11-24)
BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
CAMARILLO-RADIO: All courses have multiples. (6-17)
**CAVE MOUNTAIN, BCN SITE 15, LAX-SLC: Rot. remains 6 rpm. (Corrects AIRGI 11-24).
CONCORD-BUCHANAN ARPT: Effect. Mar 1, tfc pat alt will be 800' indicated. (2-19)
CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flight-checked on arwy radials only.
DIXON ARPT: Closed. (8-30)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR cover. 320°-355°, 35 n mi at 11,000', 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000';350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL ARPT: Caution, particularly when using VOR arwys. Jets fly areas extended centerlines rnwys 29-11, & areas N & E of arpt; Const ends rnwy 29-11 & adj taxi
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld closed to all aircraft at sunset.
**HELENDALE, BCN SITE 10, LAX-AMA: Rotation remains 6 rpm. (Corrects Airgi 11-24)
**INDEPENDENCE-INYO COUNTY ARPT: ABANDONED. (1-2)
KLAMATH-McBETH ARPT: Closed. (6-13)
**LA MESA-SWEETWATER ARPT: ABANDONED. (1-5)
**LAVIC, BCN SITE 16, LAX-AMA: Rotation changed to 12 rpm. (2-8)
**LIVERMORE-DOW ARPT: Permanently closed - land diverted to farming. (12-19)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)
✱LONG BEACH ARPT-TOWER: Jan 16, surveillance apch radar cmsnd. (1-16) Freq 2865 mc, 2870 mc. (2-11) Received too late for Radar page.
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. About March 4, ILS lclzr and glide slope will be shut down until approx May 3, - relctn. FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch light lane discontinued indefinitely. (1-1)

CALIFORNIA: LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined.

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or btwn LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Tfc direction indicator inop 2300-0700. Touch and go lndgs prohibited on Sat and Sun after 1300. (11-28)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

**NEWARK, BCN SITE 34, LAX-SFO: Rotation changed to 12 rpm. (1-31)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications & proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flgt should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-8)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (8-20)

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from tower for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3, 4 & 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage restricted to 35 n mi 310°-020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and landings prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

CALIFORNIA: PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

**PILOT KNOB, BCN SITE 14, SAN-TUS ARPT: Rotation changed to 12 rpm. (2-4)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR wea, actual apch IFR wea. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

**SAN ARDO #2 ARPT: Abandoned. (12-28)

SAN CARLOS-SAN MATEO COUNTY ARPT: Mound of dirt adj taxiway at N end has barricades and lgtd with flares. (1-18)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°-330°

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and ngt. (2-13)

**SAN LEANDRO HILLS, BCN SITE 1A, SFO-SLC: Rotation changed to 12 rpm. (1-31)

SAN MARCOS-McCORMICK ARPT: Clsd to public. Now private arpt. Land at own risk.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL: 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip clsd for winter. (10-26)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Runway hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.

COLORADO: CHEYENNE WELLS ARPT: Clsd for winter due dust. Land at own risk. (10-29)

**COLORADO SPRINGS-PETERSON FLD-TOWER: Feb 13, glide slope reletd to 1650' from apch end rnwy 35 and 300' W rnwy centerline. Lat 38-48-12, long. 104-42-48. Glide slope angle 2.70°.

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12)

PUEBLO MEMORIAL ARPT-SPECIAL NOTICE: Ordnance depot 6.8 n mi ENE at lat 38-20-00, long. 104-22-14 conducting demolition work days. (2-7)

SIMLA-SPECIAL NOTICE: Effect. 0001 EST March 14, Caution Area C-455 re-established as follows: Beginning at lat 39-25-30, long. 103-53-30; to 38-59-15, 103-45-30; to 38-55-45, 104-04-00; 39-22-00, 104-12-00, to point of beginning. (12-4)

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

CONNECTICUT: HARTFORD-BRAINARD FLD: Dike apch lgts to rnwys 2, 20, 23 resume normal opern. Other section of dike unlgtd. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (12-27)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until June 1. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000';230°-360°, 35 n mi at 3000';360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men & equip on fld. Extensive glider activity weekends and evenings. . Rnwy 16-34 W of intsxn rnwy 22 & N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)

NEW CASTLE-BELLANCA FLD: Sod strips clsd-rough. Use rnwy and taxi strip only.

**NEW CASTLE-BIGGS ARPT: ABANDONED for real estate. (1-17)

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to limited visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 m N of Key bridge at Dalecaria, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°- to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2mc, 318.2mc and 362.3mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown V-FR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) Slopeline apch lgtg sys serving rnwy 36 decmsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions. (12-19)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200'(346'MSL) lgtd steel stack being erected 1.3 n mi E.

**CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontd.

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. LFR may be used as substitute for VOR by ADF-equip. acft while VOR unusable. MEA's remain as charted. (1-22)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru-out entire service area. (2-13) DME operg test-basis only. (2-14)

**DAYTONA BEACH ARPT: 153'AGL twr erected 3.8n mi ESE (117°T) lat 29-09-34, long 80-59-42.

★GAINESVILLE-RADIO: Feb 16, voice feature cmsnd. Class: BVOR. Rcvd too late for ANRA.

HOMESTEAD AFB-SPECIAL NOTICE: Caution-extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

**JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R perm clsd. (2-6)

**KEY WEST-INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18mc for tfc info when 20 mi out. If unable to ctc twr, ctc Key West Rdo. Rotating arpt bcn operg sunset-sunrise. Air Carrier Safety Miami has authorized Key West Intnl Arpt Mgr rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. All other rnwys permanently clsd. Caution, const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS.

FLORIDA:

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, & other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain there after air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators & pilots req cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Men and equip. working 400' S of rnwy 9L-27R constructing parallel taxiway. (11-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: C ution - soft shoulders. Men and equip adj rnwys. (10-8)

PINECASTLE-SPECIAL NOTICE: Effective March 14, Controlling Agency R-165 and R-340 will be changed to: Commander, Fleet Air, Jacksonville, Florida. (1-15)

★SANFORD NAS-RADIO: Navy H fac relctd to: lat 28-47-05, long. 81-14-37. (2-4)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

**TALLAHASSEE-DALE MABRY ARPT: 203'(403'MSL) lgtd twr erected 5.4 n mi E(90°T) at lat 30-26-05, long. 84-13-12. (2-14) Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs except as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lndgs. Caution-unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys(all sod); longest rnwy 3600'; no lgtg facs; 80 oct gas; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY-RADIO: About Feb. 25, VOR will be shut down until approx. May 9. During VOR shut down flgts cleared on V-arwys shall use direct courses between Albany LF rng & next VOR fix. MEA V-35 Tallahasses-Albany 1600';other MEA'S as charted. Red Dog Int unusable. Acft equipped VOR only require MEA 4000' on V-35 Tallahassee-Macon; 10,000' on V-97 Atlanta-Albany. V-159 Albany-Cross City, Florida unusable.

ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. About Mar 18, VOR will be shut down until approx April 8 - modernization. (2-8)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. Center advises high alt sector with jurisdiction over airspace 25,000' & above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Wea and other info not pertinent to tfc ctl should be handled on 255.4mc. This channel should also be used if unable to ctc Atlanta Center dir on 301.4 mc. (19 Feb 1957)

GEORGIA: ATLANTA-RADIO: VOR courses 060°-090° out of tolerance -bends & roughness. ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. (3-6) Rnwys 33R-15L and 27R-9L clsd. (2-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. Rnwy 15-33 clsd ngts.
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples (8-29)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
**SWAINSBORO-LINDSEY ARPT: ABANDONED. (12-7)
SWAINSBORO-THOMPSON ARPT: Closed - new runway under construction. (11-20)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE & NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
**CENTERVILLE ARPT: ABANDONED - no longer usable. (1-30)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: VOR coverage limited to 36 n miles MEA from 265° clockwise to 30°. (11-29)
CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Caution-thru Aug 15, hvy lcl tfc Mon-Sat.
★CHICAGO-AIR ROUTE TRAF. CONTROL CENTER: Feb 12, tr & rcvr 320.7, 379.9 mc cmsnd. [Rcvd too late for ANRA
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
**CHICAGO-ELMHURST ARPT: Closed - land use changed. (4-2)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. Hrs of operns 0600-2200 daily. (1-9) Effect. Mar 1, lndgs and tk-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (2-4)
CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course has light to moderate bends (6-25) TVOR unreliable due to course roughness beyond 20 mi. all azimuths, beyond 9 mi. 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (3-16)
CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld (10-11)
DIXON ARPT: Under const - open trenches along runway. Lgtg under const. (10-16)
ILLINOIS: EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
**GALESBURG ARPT: ABANDONED to aeronautical use. (1-29)
GILMAN ARPT: Closed. (10-11)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)
JOLIET-ARPT: About Mar 3, work will start on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965' MSL) lctd 2 mi SE - lgtd. (1-7)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
**LINCOLN ARPT: Reverted to private arpt. (1-11)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MACOMB ARPT: Operated on limited status until Apr 15. (11-29)
**MATTOON-COLES COUNTY MEMORIAL ARPT: 24-hr service avail. with 80, 91, and 100 oct fuel. NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-RADIO: Jan 10, VOR/DME shut down until approx Feb 18. (1-15) Durg shutdown following MEA's can be used: V6, V8: Iowa City, Ia VOR to Int IOW 072R and BRL 021R 3400'; Int IOW 072R and BRL 021R to Shabbona, Ill,, Int 17,600' (MRA 2500' utilizing Naperville 267R and Janesville 165R); Shabbona, Ill., Int to Naperville, Ill., VOR 2100' Westbound on arwy from Shabbona, Ill., Int climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. Eastbound on arwy from IOW VOR climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. If overflight not anticipated, 3400' can be utilized between Iowa City VOR and Int IOW 072 R and BRL 021R. Direct Routes: Iowa City VOR to Moline LFR 2000'; Moline LFR - Naperville LFR 2300'; Moline LFR - Polo VOR 2200'; Burlington VOR - Moline LFR 2300'. (12-18)
MT. VERNON ARPT: Work in progress daylight hrs. NE/SW&E/W rnwys clsd - no lgts avail. until Apr 1. (1-2)
OAKLAWN-HARLEM ARPT: Reported abandoned. (10-22)
**OLNEY-ULRICH ARPT: N/S rnwy 3000' x 80' surfaced with hot oil and sand. NE/SW rnwy abandoned. (2-6)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
QUINCY-RADIO: Feb 4 VOR shut down until approx Mar 18. During this period the following MEA's can be used: V116: Excello, Mo., Int (Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn (MCA V52 2600' northwest) 2000'; Quincy rbn (MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn (MCA 2600' V52 northwest) to Burlington VOR 2600'; V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn (MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000' (MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (2-4)
ROCKFORD-RADIO: About Mar 12, VOR will be cmsnd. Freq: 116.5 mc. Ident: RFD. Monitoring category (1). Lctd lat 42-14-60, long. 89-13-16. Class: BVOR. (1-15)
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)
**SAVANNA-STRANSDALE ARPT: Type changed to "L". Unattended. (1-25)
TROY-RADIO: About Feb. 18, VOR will be shut down until approx April 1 - modernization. (1-24) During shutdown MEA's that can be used will be found on page 32.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATERBURRY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

INDIANA: COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

EVANSVILLE-DRESS MEM'L ARPT: Entire ramp N side clsd acft over 3000 lbs gross.

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1700' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd durg lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GARY MUN ARPT: About Mar 1, p-line lctd approx 0.9 mi NW will be extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - const. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

HUNTINGTON-SCOTT RANCH ARPT: New arpt reported - lctn 6 mi SSE; elev. 816'; No. of rnwys: 2, Lngst rnwy & facs: 22-L4; Fuel: 87 oct. (12-13)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC. Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and rgt tfc pat. Lndg FEE for multi-eng acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Use rnwys and taxiways only. Parking on sod area at discretion of ctl twr. Tetrahedron at center of fld decmsnd. Free swinging wind sock installed atop hangar on N side of fld. Another tetrahedron will be cmsnd in about two months at different lctn. (10-25)

**KENDALLVILLE ARPT: 341' (1325' MSL) lgtd twr erected 10.5 n mi SW (236°T) at lat 41-22-00, long. 85-27-22. (12-31)

**LAFAYETTE-PURDUE UNIVERSITY ARPT: Formerly carried under West Lafayette.

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat 39-34-40, long. 85-48-00; Elev: 800'. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; Surface: Sod. Minor and major repairs. 80/87 fuel. Opern: sunrise - sunset. 30' p-line N, E, W.

**SHERIDAN ARPT: 300' lgtd twr erected 6.5 n mi SE (155°T) at lat 40-05-15, long. 86-09-25.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-RADIO: Feb 4, VOR shut down until approx April 4. The following MEAs can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000'; Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW course IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (2-4)

★TERRE HAUTE-HULMAN FLD-TOWER: About Feb 15, CAA twr will be cmsnd. Freq: 278; 118.3, 126.18, 121.5, 257.8, 243.0. Rcvg 3023.5; 118.3, 121.5, 126.18, 122.5, 257.8, 243.0. Trans & rcvr 121.9 mc for ctl mobile gnd tfc. Hrs of opern: 0700-2300. Class: C(g). (1-29) Rcvd too late for ANRA page.

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times.

CLARINDA MUNICIPAL ARPT: About Mar 26, 1367' MSL lgtd twr will be erected 7.2 n mi S (202° T) at lat 40-36-30, long. 95-04-21, & being dismantled approx April 10. (1-28)

DALLAS CENTER-HUSBAND ARPT: No snow removal durg winter months. (11-23)

IOWA: **DES MOINES ARPT: Rdo rcvr capable of rcvg twr commun rqrd for all itinerant acft. Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

**NEWTON ARPT: Arpt lctd 1.5 ENE returned to farming. (1-15)

NEWTON MUN ARPT: New arpt reported. Lctn: 2 mi SSE; lat 41-41, long. 90-02. Elev: 950'. 2 rnwys - NW/SE 2900', NE/SW 2300'; Beacon, rnwy lgts, unicom, S5 service; F3 fuel; remarks - P-line SW. Fld very soft. Use extreme caution durg thaw. (2-11)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

**RED OAK MUN ARPT: 316' (1440' MSL) lgtd twr erected 6.0 n mi SSE (174° T) at lat 40-54-53, long. 95-14-10. (1-24)

**ROCK RAPIDS- McKISICK ARPT: Abandoned - rnwys plowed up. (1-22)

SHENANDOAH MUNICIPAL ARPT: About April 6, 1470' MSL lgtd twr will be erected 18 n mi NW (315° T) at lat 40-57-48, long. 95-43-32, & being dismantled approx April 20.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars.

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Feb 22 - modernization.

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

GARDEN CITY-RADIO: VOR has course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (2-9)

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (1-21)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

HILL CITY-RADIO: About Feb 18, VOR/DME will be shut down until approx April 1-modernization. (1-31)

KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun and holidays. (2-12)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

**LA CYGNE ARPT: 1185'MSL lgtd twr erected 6 n mi NE (49°T) at lat 38-24-19, long. 94-40-39.

OSBORNE ARPT: Strip lgts inop.

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL-RADIO: Jan 4, VOR/DME shut down until approx Feb 18. - modernization.

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const on SE corner clear or rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)

WICHITA-BEACH ARPT: N half NW/SE rnwy clsd - Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc; 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels.

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsage. (2-24)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. (9-24) Jan 30 ASR-3 shut down until approx Mar 13 - relctn. (2-1) FLD: VOR ground rcvr check point, Location #1, (297°) unusable - construction. (1-24) Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Rnwy 1-19 clsd to all acft xcpt locally based National Guard operns oper at own risk; apch lgt system shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (1-30)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'.MSL. (5-14)
LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1,1957, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 west along US 190 to the Sabine River near Deweyville; thence north along the Sabine River to Logansport, La; thence along State Highway 38 to Gloster, La; thence along State Highway 171 to Shreveport, La; thence east along the southern boundary of Civil Airway Red 10 to Monroe, La; thence south along US Highway 165 to point of beginning. Altitude: From surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support aircraft. Time of Use: Continuous only under VFR weather conditions. Controlling Agency: Manuever Director, Camp Polk, La. (2-13)
BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots mrkd with red flags. (5-4)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min,reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310° 335°. (9-28)
NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U.S. Navy. (2-13)
NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730 - 0930 daily and 0800-1200 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to secondary fixes at alts of 6000' or higher subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar around other air tfc. (2-2)
WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n i at 2500'.
BREWER ARPT: Open to ski operns only. (1-11)
MAINE: HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. Six contact lgts out on W side rnwy 1 replaced with smoke pots. (2-4)
LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain.
**MILLINOCKET ARPT: Boundary lgts avail. Ctc lgts avail. rnwy 16-34 only. (1-24) Apron usable but caution advised due broken pavement and soft spots. (10-3) Rnwy 16-34 not plowed during winter months. (12-3)
**NORWAY ARPT: No fuel avail. Unattended. (1-17)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.(11-15)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.
CAMBRIDGE ARPT: Arpt reported, 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct; unicom 122.8 mc; 1 rnwy (NW/SE) 2500'x100'.(12-10)
CAMP SPRINGS-ANDREWS AFB-RADIO: ILS servicing rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq:303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from center line and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Lgt flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5)
HAGERSTOWN ARPT: All taxi str ps W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reporte, 3 mi SE; elev 140'; lat 39-40, long 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)
**ROCKVILLE-CONGRESIONAL ARPT: Abandoned. (1-7)
SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)
**SALISBURY-DELMARVA ARPT: No fuel or services avail. (1-25) Clsd to all commercial operns. Will oper as private arpt only. Lndgs made with prior permission only. (11-9)
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.
BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)
BOSTON-LOGAN ARPT-TOWER: About Feb 18, PAR-1 will be shut down until approx Mar 18. (2-1) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of Stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 obs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts betwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea

MASSACHUSETTS: conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end rnwy pavement. Opern of lgts is determined by prevailing wea conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft- ctn advised.

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

GARDNER ARPT: Skis only. (12-29)

MARSHFIELD ARPT: Unattended for private use until Mar 1. (11-20)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15. (11-6)

WESTBORO ARPT: Skis only. (2-2)

WORCESTER-RADIO: Jan 21, ILS glide slope shut down - relctn to 300' NE of and 1050' from SE end NW/SE rnwy.

MICHIGAN: **ANN ARBOR ARPT: Add prefix (PC). (1-16)

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obst lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**COLDWATER-BRANCH COUNTY ARPT: New NE/SW hard-surfaced lgtd rnwy 3500' x 50' Taxi strip and ramp area hard-surfaced. Rotating bcn operd during hrs of darkness.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

★DETROIT-WAYNE MAJOR ARPT-TOWER: Feb 15, rcvr 122.5 mc changed to 122.7 mc. Rcvd too late for ANRA page. FLD: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

★LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Feb 18, glide slope freq 334.4 mc cmsnd. Slope angle 2.9° usable only to MM. (2-18) FLD: 65' bldg.

MICHIGAN: (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: Nov 15, VOR shut down until approx Mar. 1. (1-18)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along boundary. N/S runway closed to night flying. (11-14)

PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 closed due heavy snow.

PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line , 43' to 65.5', being constructed 1740' to 3260' W, S, and SE at lat 42-28; long. 85-39. Work to start Feb 25; completion date May 1. Not mrkd, painted, or lgtd. (2-5)

PONTIAC MUN ARPT: Const W of fld. (8-21)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter. (11-2)

PRUDENVILLE ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

SAULT STE MARIE ARPT: Bcn and rnwy lgts inop. All rnwys xcpt 9-27 clsd due snow. (12-10)

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const - mrkd.

MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)

AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Work to start Mar 1957; completion date Apr 1958. Not mrkd, painted or lgtd. (2-1)

**BRAINERD ARPT: 100 acft avail daylgt hrs. N/S rnwy open to skis only. (1-7)

CLARISSA RPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55 Strip 2500' x 200'. (4-4)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)

DULUTH ARPT: Caution crossing arpt perimeter road lngd rnwy 3. Men, equip on fld - days.

GRAND MARIAS-SPECIAL NOTICE: A temp restricted area (R-187A) effect Jan 1 thru Mar 31, 1957, is estabd within the following area: from lat 47-26, long. 90-53; lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and ngt. This area is to be used only during VFR wea conditions. Using Agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)

JACKSON MUN ARPT: About Mar 1, 300'(1735'MSL) lgtd twr will be erected 1.2 n mi S (180° T) at lat 43-38-00, long. 94-59-00. (2-1)

★ MINNEPOLIS-ST. PAUL (WOLD CHAMBERLAIN) ARPT-TOWER: Effect Mar 1, radar departure control service inaugurated. Pilots departing on IFR flgt plan will be advised by
** tower when to change to departure control. (2-15) Rcvd too late for ANRA page. FLD: Rgt pat. rnwys 4 & 11R. Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd -has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)

ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: **COLUMBUS-LOWNDES CO. ARPT: Add prefix "(PC)". (1-30)

GREENVILLE AFB: Caution all altitudes, intensive jet training within 100 n mile radius. (8-24)

GREENWOOD-RADIO: About April 8, VOR will be shut down until approx April 29. (2-8) During shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 mc unreliable due to excessive interference. (2-14)

GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt 1000'. (6-20) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved.

MISSISSIPPI: MERIDIAN-KEY FLD-TOWER: About Mar 11, ILS glide slope will be shut down until approx July 11. (2-5) FLD: First 1500' rnwy 1clsd - very rough - marked.

**STARKVILLE ARPT: Delete (AF) prefix; add prefix (PC). (2-14)

MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead traffic pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal rectangular tfc entry to activernwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

EXCELSIOR SPRINGS ARPT: About Feb 24, 1209' MSL lgtd twr being erected 10 n mi NNE (40°T) at lat 39-27-54, long. 94-03-02 and being dismantled approx Mar 3. (1-28)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.

JOPLIN ARPT-RADIO: ILS glide path shut down until approx Feb 24, all other components remain in opern. (1-24)

**KAHOKA-MONTGOMERY ARPT: Reverted to private arpt. (1-4)

KANSAS CITY-RADIO: Moderate multiples all crs LFR. Usable xcpt for right side opern. (11-1)

KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 closed. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius of 10,000 MSL 0700-2400 Mon-Fri. (6-20)

MARSHALL MEMORIAL ARPT: About Feb 15, 1049' MSL lgtd twr will be erected 23.0 n mi WSW (253°T) at lat 38-59-27, long. 93-40-30 and being dismantled approx Feb 28. (1-27)

MARYVILLE MEMORIAL ARPT: About Mar 20, 1340' MSL lgtd twr will be erected 7.5 n mi E (112°T) at lat 40-18-24, long. 94-45-57 and being dismantled approx April 5. (1-29)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST JOSEPH-ROSECRANS MEMORIAL ARPT: About Mar 6, 1263' MSL lgtd twr will be erected 16.2 n mi NE (57°T) at lat 39-55-21, long. 94-37-05 and being dismantled approx April 1. (1-28) About Mar 15, 1234' MSL lgtd twr will be erected 18.9 n mi SE (154°T) at lat 39-29-01, long. 94-43-59 and being dismantled approx Mar 27. (1-29)

ST LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

WARRENSBURG-SKY HAVEN ARPT: 1113' MSL lgtd twr being erected 6.9 n mi SW (225°T) at lat 38-42-36, long. 93-54-45 and being dismantled approx Feb 23. (1-27)

MONTANA: BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

DILLON-RADIO: VOR radial 146°- usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

FORT BENTON ARPT: Fld lgts inop. (11-27)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas inposed by intervening high terrain.

MONTANA: LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as MH fac. (12-19)

MALTA ARPT: NW/SE rnwy clsd winter due snow. (2-8)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E crs LF rng has multiple spread 7° at 35 n mi; W crs has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway clsd.

CHADRON-RADIO: Feb 7, VOR shut down until approx Mar 8 - modernization. During shutdown, the following MEA's can be used: V89, V169: Cheyenne Wyo, VOR to Porter, Wyo. Int 8000'; Porter Int to Int CYS R025 and DGW R076 12,000'; Int CYS R025 and DGW R076 12,000' southbound to Rapid City, S. Dak., VOR 9000' (descent to 9000'. can be made northbound on V89, V169 after passing Int). V196: Wheatland, Wyo. Int to Int RKR R055 and RAP R175 (descent to 9000' can be made northbound on V89, V169 after passing Int) 21,000'. (2-6)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. btwn Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. Jan 22, VOR shut down until approx Feb 22. During this period V-8 Las Vegas-Bryce Canyon MEA 13,000' and the following arwys will not be usable: V-21 Las Vegas-Milford; V-21E Las Vegas-Mormon Mesa; V-237 White Hills Int-Mormon Mesa. (Willow Beach and Boulder City reporting points will also be unusable)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi 11,000'; DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

NEVADA: RENO-STEAD AFB-RADIO: USAF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel Concord, Capital 5-6611,ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000';010°-030°, 26 n mi at 5000'; 030°-75°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

CONCORD ARPT: Rnwy 3-21 clsd for winter - will not be plowed. Rnwy 30 clsd to ngt operations due outage of lgts on high tension lines E. (12-10)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J. About Mar 15, will be cmsnd at lat 39-07-29, long 74-45-55. (2-4)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500';270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

**MILLVILLE ARPT: Peripheral taxiways permanently clsd. N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 days and ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Mar 6, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1 mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5' MSL. Apch bearing: 217°.MM lctd 3547' from approach end of rnwy. Elevation 8' MSL (2-15) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const. - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

**NEW BRUNSWICK-HADLEY ARPT: Add prefix (PC). (12-17)

**OCEAN CITY MUN ARPT: Formerly carried as Clarke Field. Enter tfc pat to W. W turns on tk-offs. Unattended Sept-May. (5-29)

PRINCETON-NASSAU ARPT: Clsd until Mar 15. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: Soon VOR will be shut down until approx Mar 4 - modernization.

NEW JERSEY: TETERBORO ARPT-TOWER: Feb 8, ILS flgt-checked - all components normal. FLD: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. 2-way rdo rqrd at all times. FEE - acft over 2500 lbs.

TRENTON-RADIO: TVOR usable dist 026°,096°,228°,230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx Mar 2. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. 800' ext to rnwy 16 unlgtd and unusable - men and equip working in ext area. (12-3)

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45 W. (9-13)

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. First 2600' rnwy 21 clsd to all lndgs. (11-30)

CLOVIS AFB: Hvy jet tfc 0600-1500 hr (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

COLUMBUS, SITE34, PHX-ELP ARPT: No aviation gasoline avail until further notice.

CORONA-RADIO: Jan 21, VOR shut down until approx Feb 22. During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 & 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 & 68N Corona-Roswell: V-83 & 83 N Corona-Roswell. (1-30)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GALLUP-SPECIAL NOTICE: Wingate Demolition Area is estab within the following described area and effective Feb 22: bounded on the N by lat 35-28-00;S lat 35-26-00; E by long. 108-36-00; W long 108-38-00. Surface to 10,000' MSL. Time of Use: 0730 to 1600daily, Mon thru Fri. Activities conducted: heavy demolition of obsolete or hazardous ammunition and components. Controlling agency: Wingate Ordnance Depot. (12-20)

GRANTS-RADIO: Jan 21 VOR shut down until approx Feb 21. During this period the following arwys will be affected: V-12 Zuni - Albuquerque MEA 12,000'; V-190 Grants - Int Grants 054° radial and Albuquerque 012° radial not usable; V-192 Grants - Bernardo Int not usable. (1-21)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalllping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop (4-4)

**LOVINGTON-LEA CO. ARPT: Arpt now consists of one paved rnwy 4000' x 80' (NE/SW) with 150' turn-arounds each end. 80 oct gas, service by licensed A&E avail. daylgt hrs only. (1-24)

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: About Feb 18, VOR will be shut down until approx Mar 15 - modernization. During shutdown following arwys unusable. V-62 San Jose Intersection SAF-V-83 Otto-Santa Fe and V-19 and 190 GNT-Las Vegas. (2-14)

TRUTH OR CONSEQUENCES-RADIO: Dec 3 VOR shut down until approx Feb 15. (1-21) During this period V-19 Albuquerque - Harrington Int not usable. (1-21)

TUCUMCARI-RADIO: About Feb 18, VOR will be shut down until approx Mar 8 - modern. (2-4)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **BATAVIA ARPT: NNW/SSE rnwy permanently closed. (5-1)

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

NEW YORK: BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. FLD: Const equip and men adj to and on W ramp daily during hangar const program. BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400E, Mon-Sat only. (10-25)
COOPERSTOWN ARPT: Caution - snow on rnwys during winter months. Do not use first 600' of rnwy 23 due const thru April. (1-25)
**COOPERSTOWN-WESTVILLE ARPT: New arpt reported: 5 mi SE; lat 42-37, long. 74-53; elev 1245'; 1 rnwy; longest rnwy 2200' sod; 80/87 oct gas; minor A&E repairs; "P" type fld; lgts avail by prior permission. (1-13)
ELMIRA-RADIO: Jan 7, VOR/DME shut down until approx Feb 27 - modernization. (2-15)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
GENEVA-SCENIC AIRE PARK ARPT: Clsd. Services discontd. Rnwy avail for emerg. use - no snow removal. (11-29)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester County Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York Metropolitan Arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; LaGuardia Fld, N. Y., and Newark Arpt, N. J.
**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters. (2-7)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About Feb 27, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL; OM 1500' MSL. Concurrently with cmsng of ILS, Elmont FM on back crs ILS serv rnwy 4, will be decmsnd. (2-15) FLD: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Clsd to fighter-type acft. Clsd mil acft xcpt on ofl. bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission or arpt manager. Caution - use paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndg and take-off, both avail for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. (4-2) Rolling surface S end rnwy 7R-25L NATCC preferential rnwy sys in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E-7A via taxi B. Access to gates 8A-25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. New ext taxiway temp LL from rnwy 13L-31R to taxi E open for full opern. Mrkd by delineators. Follow centerline all taxiways. (10-23) Taxiway D open btwn CC and rnwy 13L-31R. (9-21) Ext of taxiway CC connecting taxi J and U opened. (9-24) Relocated taxi CC btwn A and Z opened. (10-21) Taxi O btwn taxi X and W opened. (10-22)

NEW YORK: New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. (10-25) Temp taxi LL btwn taxi E and F opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp marked by delineators. Caution. Follow centerline. (11-30) Soon a centerline apch lgtg sys serving rnwy 22 will be cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (11-13)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with LaGuardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential sys in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft - days. Obstns and equip mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (9-28) Soon combination left land apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be cmsnd. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operations.
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by 2-way rdo on 122.8 mc reqrd before apch and take-off. Caution - ship tfc in area. (9-27)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)
**PENN YAN ARPT: Add prefix (PC). (12-14)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
**ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) 2-way rdo required. (11-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. Sod areas unsafe. Rdo rcvr required. (12-3)
SPITFIRE LAKE: Clsd seaplane operns - except emergency.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

NEW YORK: SYRACUSE-HANCOCK FLD-TOWER: About Mar 6, ILS glide slope, MM, OM and LOM will be shut down until approx Mar 13-relctn, to serve rnwy 28 extended. MM will be lctd 3403' from end of extended rnwy 28; OM 4.74 mi from end extended rnwy; glide slope 400' N of centerline and 1000' from end of extended rnwy 28. Alt over OM 1600'MSL;
**MM 610' MSL. No freq change. (2-1) FLD: VOR ground rcvr check point unusable. Extended rnwy 28 new length 8000'. Old style left hand neon apch lgt lane will be re-commissioned concurrent with ILS relocated fac restoration. (2-1)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254kc usable dist. 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: Navy LFR shut down. (12-5)
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx. Mar 20-relctn.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)
**GREENSBORO-HIGH POINT ARPT: Centerline hi-intensity apch lgt system serving rnwy 14 commissioned 12-20-56. System extends 3000' from rnwy pavement out into apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Flgt checked. (1-24)
HICKORY-RADIO: About Mar 1, 1957, VOR will be cmsnd at lat 35-52- 19, long. 81-14-19.
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW;elev 220';number of rnwys 1;longest rnwy 6500';remarks-use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution-vehicular parking and tfc W ramp. No fuel, servicing, telephone facilities until after March. (1-10)
MANTEO ARPT: Rnwy lgts inop. (1-30)
**MT HOLLY FLYING SERVICE ARPT: Formerly carried as Mount Holly. Type changed to "P". (10-30)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi;230°-310°, 26 n mi;310°-360°, 35 n mi at MIN. VOR radials 175° thru 290°, out of tolerance account roughness and bends. (11-1)
★RALEIGH-DURHAM ARPT-TOWER: ILS, BC-restricted. (2-14) Rec'd too late for ILS pg. FLD: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceil. of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 7 mi unless other req.
ROCKY MOUNT-RADIO: VOR radials 150°-180° out of tolerance acct of roughness & bends.
SALISBURY ARPT: Boundary lights inoperative. (2-16)
WEEKSVILLE NAF-RADIO: Navy rng voice inop. (1-10)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (8-1)
NORTH DAKOTA: FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. Stacks of drainage tile 300' W of rnwy 17-35. (12-12)
**MINOT-PORT O'MINOT ARPT: 253'(256'MSL) lgtd twr erected 20.1 n mi W(270°T) at lat 48-15-41, long. 101-47-37. (1-18) Unlighted poles 1900 feet northwest have been removed. (1-17)
**SHEYENNE ARPT: Arpt no longer in opern - land use changed. (1-22)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36. (12-4)
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5°E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900';100°-145°, 35 n mi at 2500';170°-190°, 35 n mi at 2500';245°-310°, 35 n mi at 2000';310°-060°, not checked.
CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24). Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17) Men & equip. 500' N rnwy 23R-5L and ditch parallel SW, mrkd. (2-18)
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Closed for season. (10-19)
**COLUMBUS-OHIO STATE UNIVERSITY ARPT: Add prefix (PC). (12-14)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules-Take-offs: Rnwy 27-turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
COLUMBUS-SULLIVANT AVENUE ARPT: Construction-men and equip. on field. (7-2)
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)
DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyone green threshold lgts. End of pavement and beginning of const areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for daylgt opern. (1-7)
DAYTON-MONTGOMERY COUNTY ARPT: Closed - construction. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas closed. (2-2)
**ELYRIA ARPT: CLOSED - land use change. (2-14)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indication. (1-17)
PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 octane gas. (1-17)
PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution durg wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)
PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lights available. (2-4)
PUT-IN BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)
SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long 82-42-33.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const in progress on 850' extension NE end and 950' SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold mrkgs. Areas flagged. 5200' usable. (10-31)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE-flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 26000'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3,000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to ctl tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA:

ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS FLD: No servicing, fuel avail. Bcn light and arpt bndry lights unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
**ENID-WOODRING ARPT: Replace (AF) prefix with (N) prefix. (1-30)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and night operations.
GUYMON ARPT: N/S rnwy clsd - due const. Caution - equip. on fld. (10-31)
**NORMAN-WESTHEIMER ARPT: 80, 87, and 100 octane gas avail. (12-14)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
OKLAHOMA CITY-WILL ROGERS ARPT: Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt.
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: About Feb 18, DME will be shut down. About March 4 VOR will be shut down 0800 to 1800; March 26 will be shut down for relctn to lat 36-11-52, long. 95-47-17. About April 9 VOR/DME will be recmsnd at new site. (2-8)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. Rnwy lights inop. Rnwy 3R-21L daylight hrs only.
**TULSA-NORTH ARPT: Only N/S hard surface rnwy avail. - 3000' x 60'. (1-28) Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Suns-drag racing. Racing held up while acft in tfc pat. (9-25)

31 n mi usable dist at 3000', alt Radial 210° limited to 25 n mi usable dist at 3000'.
BEAVER MARSH, SITE 73, RIV-DLS ARPT: Clsd. Soft and S end flooded. (12-12)
BEND-STEARNS ARPT: Closed durg winter - due snow. (12-7)
CRESCENT LAKE-JUNCTION ARPT: Clsd during winter - due snow. (12-7)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long 119-29-20; S-lat 45-49-40; W-long 119-30-47.
LAKE O'' WOODS ARPT: Closed durg winter - due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
LAPINE ARPT: Closed durg winter - due snow. (12-7)
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flight-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NORTH BEND-RADIO: VOR flight-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd-not day mrkd.
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flight-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
**SPRINGFIELD ARPT: Add prefix (PC). (12-14) Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lights 7-25 inop.
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)

PENNSYLVANIA:

ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. Due to non-visibility, twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyors stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equipment occasionally cross rnwy. Areas marked. (12-27)
BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long 77-47-00; W-long 77-49-00.
CHAMBERSBURG-SUNSET ARPT: Effect. Feb 28, arpt will be closed permanently. (12-3)

PENNSYLVANIA: GLIFFORD-CARBONDALE-CLIFFORD ARPT: Clsd. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make in instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft operg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight into the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100, has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) About Mar 1, trans and rcvr 360.6 mc will be decmsnd and 363.8 mc will be cmsnd. (2-7) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway btwn them. (10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'
PENNSYLVANIA: STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
**THOMASVILLE-YORK ARPT: 4200' Bitumen-surfaced rnwy avail and 3000' Bitumen-surfaced lgtd. Use hard surface. (12-20) Type changed to "P".
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
WASHINGTON ARPT: Clsd to transient acft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx 32-59-40, lat; 79-58-00, long.
CHARLESTON-RADIO: VOR shut down. During shut down temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St George SAV 032/NW crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable.
CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylight hrs - extensive const all areas adj to rnwys. Men and equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiway clsd for short periods during const. Contact twr for current info. (9-21)
FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° - out of tolerance account roughness and bends. (11-5)
**FLORENCE ARPT: 100' lgtd rdo twr erected 0.5 mi E of apch lane rnwy 23 at lat 34-11-43N, 79-42-22W. (2-14)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
**LANE, SITE 24, JXE-RIC ARPT: WNW/ESE rnwy permanently clsd. (1-3)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys and taxiways lgtd and open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)
SOUTH DAKOTA: ABERDEEN-RADIO: Jan 8, VOR shut down until approx Feb 20. During shutdown, the following MEA's are authorized: Bismarck-VOR direct Aberdeen LFR 3500'; Aberdeen LFR direct Watertown VOR 3000'; Aberdeen LFR direct Huron VOR 2500'. Freq changed to 113.0 mc. (2-1)
**ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 26,000 lbs. Use rnwys only. 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs. gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilot's discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE-RADIO: About Feb 18, VOR will be shut down until approx April 1. During shut down the following MEA's can be used: Arwy V26: Philip VOR to Pierre LFR 3400'; Pierre to LFR to Huron VOR 3400'. (1-29)
★SIOUX FALLS-RADIO: VOR freq changed to 115.0 mc - DME to channel 70. (2-15) Data rcvd too late for ANRA page.
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
**BRISTOL-TRI CITY ARPT: Designated as feeder type arpt. Max gross load limitation 30,000 lbs. (12-17) Rnwy 9-27 slippery when wet. (1-28) Hangar construction in

TENNESSEE: progress 350 feet west of north end runway 20 - 08. [illegible] unlighted. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 13, ASR shut down. ILS glide slope inop. (1-30)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250°, have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA as follows: V-16 Graham VOR to Nashville VOR via Graham 067° MEA 3000'; V-16 Nashville VOR to Crossville VOR via Crossville 282° MEA 5000'; V-140 Dyersburg VOR to McEwen Int 5000'; McEwen Int to Nashville VOR MEA 4000'. Minimum holding alt McEwen Int to Nashville VOR MEA 4000'. V-140 Hartsville Int to Highway Int MEA 8000'. V-7 Nashville VOR to Lewisburg Int MEA 4500'. (11-20)

**NASHVILLE-BERRY FIELD: 1380'(2049'MSL) lgtd twr erected 6.6 n mi W(274°T) at lat 36-08-50, long. 86-49-54 permanenily dismantled. (2-7) Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy -use as a taxiway. (12-28)

**TULLAHOMA-NORTHERN ARPT: 197'(1252'MSL) twr erected 9 n mi NE(62°T) at lat 35-27-59, long. 86-05-42. (1-24)

TEXAS: ABILENE(NEW)ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. About Apr 8, VOR will be shut down until Apr 29 - modernization. (2-8)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. -exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About Mar 15, ILS will be cmsnd. Lclzr freq: 109.5mc, ident: BUJ. Glide slope freq: 332.6mc. Apch bear: 113°. LMM freq. 206 kc; ident: UF. LOM freq 236kc;identBU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. FLD: Rnwy 11-29 clsd - construction. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

★BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance. DME coverage 130°-190°, 35 n mi at 4000'. Trans & rcvs 243.0 mc. (2-12) Rec'd too late for ANRA.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BOERNE-AMMANN ARPT: New arpt: Type L; lat 29-52, long. 98-40; lctd 8 mi NE; elev 1350'; 1 rnwy; longest rnwy 2750'; remarks - unattended. (11-23)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: Jan 15, VOR shut down. Durg shut down the following temp MEA's have been estab: V-20 ALI-PSX MEA 4000'; V-68 from Int of SAT 159° radial to CRP unusable, from CRP to Kingsville Int. unusable; Clareville and Kingsville Ints unusable. All other routes utilizing CRP VOR unusable.

COTULLA-RADIO: Soon, VOR will be shut down until approx. Feb. 25 - modernization.

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 2500'-NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for [illegible] structions. (11-14)

**DEL RIO ARPT: Road across N/S strip removed. Rnwy lgts on rnwy 12-30 oper sunset-2400. (12-11)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail. Tetrahedron uncontrollable, unreliable-not to be used as traffic direction indicator. (11-27)

GALVESTON-RADIO: About Mar 18, VOR will be shut down until approx April 8-modern.

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GRAND PRAIRIE ARPT: Replace prefix (N) with prefix (A). (1-9)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability or radials 120° thru 140° and 306°, unstrument operns and apch procedures utilizing these radials are not authorized. In lieu thereof instr operns between Houston VOR & CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° rad. Courtney Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° rad in lieu of HOU 134° rad for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° rad in lieu of 306° radial.

HOUSTON-ANDRAU ARPT: 200'(358'MSL) twr erected 14.5 n mi NW(313°T) at lat 29-53-07, long. 95-47-27 & being dismantled approx Mar 2. (1-18)

HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

**HOUSTON-H & H GUEST RANCH ARPT: No rotating bcn and rnwy lgts avail. (1-16) About Feb 18, 200'(312'MSL) twr will be erected 8.5 n mi NW(322°T) at lat30-03-15, long. 95-26-05 & being dismantled approx. Mar 9. (1-18)

HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. (12-6)

HUDSPETH-RADIO: Soon, VOR will be shut down until approx. Mar. 4. During this period MEA on V-66 El Paso to Culberson 10,000' MSL. Dove and Antelope VHF Int unusable. (1-24)

JACKSONVILLE-WILSON ARPT: About February 25, 200'(310'MSL) twr being erected 17.3 nautical miles ESE(133°T) at lat 31-45-00, long. 95-00-00 & being dismantled approx. Mar. 16. (1-18)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lighted antenna poles erected 1000' E of runways 17-35 and 500' S E/W taxiway. (12-4) Rnwy 13-31 closed until approximately Mar. 20 for installation of hi-intensity runway lights. (2-6)

LUBBOCK-RADIO: November 20, LFR shut down until approximately March 1. Class will be: SBMRLZ. (2-14)

LUBBOCK ARPT: W 300' of E ramp open as taxiway. E 500' of E ramp clsd to acft for cotton storage. (10-9)

TEXAS: LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. About Mar 18, VOR will be shut down until approx April 8 - durg this period VOR flgts authorized to use LFK Rbn in lieu VOR except V13E LFK to SHV unusable. Intersections, altitudes and reporting points as charted. (2-4)

**MARATHON ARPT: Reinstated. Type: P. Lat 30-12, long. 103-13. Lctd 1 mi SE. Elev: 4100'. 4 rnwys. Lngst rnwy & facs: 37-S5. Fuel: F1. (4-7)

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)

★MIDLAND-RADIO: Trans & rcvr 243.0 mc cmsnd. Rcvd too late for ANRA pages.

★MIDLAND-AIR TERMINAL ARPT-TOWER: Trans & rcvr 121.5 mc. Rcvd too late for ANRA pages.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

PORT ISABEL ARPT: Closed all operations - const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

**SABINAL-WIEBOLDT STRIP #2: Arpt reactivated. Type: P. Lat 29-20N, long. 99-28W; Lct 1 mi N; Elev: 940'. 1 rnwy. Lngst rnwy and surface 2500' turf; 80 oct gas; remarks-P-line N, trees S. (4-25)

SAN ANGELO-RADIO: About Apr 8, VOR will be shut down until approx Apr 29 - modern. During shutdown, San Angelo VOR flgts authorized to use SJT LFR in lieu VOR. Intsxn and alts as charted. (2-8)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

★SNOOK-RADIO: USAF H fac freq 371 kc. Ident: SOK, Lctd lat 30-29-00, long. 96-29-25. Class: MHW. Bearing, dist. to Bryan AFB: 355°, 8.0 n mi. (1-29)

SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - account of severe scalloping and roughness.

UVALDE-LEONA RANCH STRIP: New lndg area reported. Lctd 35 n mi NW; lat 29-30, long. 100-22; Elev: 1720'. 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. About Feb 25, VOR will be shut down until approx Mar 22 - modernization. During shutdown MEA V-8 Bryce Canyon-Grand Junction will be 15,000' and V-8 South Bryce Canyon-Grand Junction will be unusable. (2-14)

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

**MILFORD, 45, LAX-SLC ARPT: 80/87 octane fuel and aviation oil available on 24-hours basis.

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at

UTAH: min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 35 n mi, 40° thru 50°, 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. Capital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

**BARRE-BCN SITE 15, BOS-UL: Opern of bcn assumed by the Barre-Montpelier Arpt Cmsn of Montpelier, Vt. (2-5)

BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd to wheel-equipped acft during winter months.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355°, below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280°, below 7600'; 279°-255°, below 9500'; 255°-175°, below 8500'; 174°-135° below 7500'; 134°-066°, below 5000'. (10-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Picket, Va. Frequent parachute dropping exercise involving personnel and equip. in progress. Exercise extreme caution when in vicinity. Contact Blackstone Rdo for Advisory information.

**BRIDGEWATER-SHEN-MYER ARPT: Soft when wet. (12-22)

**DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and sirface firing present. Extreme hazard to acft all altitudes all times.

**DANVILLE ARPT: 80 and 100 octane gas avail. (12-19)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

HOT SPRINGS-INGALLS ARPT: Closed. (10-29)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Closed to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm closed for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - heavy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-FALWELL ARPT: Until April 8, antenna array to 80' along S side of rnwy 75' from edge and near hangar area - obstruction lgtd. (1-8)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NEWPORT NEWS-PATRICK HENRY ARPT: Exten const on NE/SW rnwy. (2_T13)

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

RICHMOND-BYRD FLD-TOWER: March 11, local control freq will be changed to 120.1 mc and apch ctl freq will be change to 119.5 mc. (2-15) FLD: Due to non-visibility twr unable to ctl traffic on N portion of N/S taxiway parallel to rnwy 2-20. All acft required to have two-way rdo for ngt opern and at least rdo rcvr for daylight opern. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-shceduled acft.

VIRGINIA: ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways- caution.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BANDERA ARPT: Closed - due snow. (12-7)

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

EASTON, SITE 5B, SEA-HLN ARPT: Clsd due to snow for winter season. (11-20)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)

LESTER ARPT: Closed - due snow. (12-7)

MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000';275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PACKWOOD ARPT: Closed - due snow. (12-7)

PULLMAN-MOSCOW ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Work in progress on arpt. (11-20)

RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

**SEATTLE-BOEING FLD: All multi-engine acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat.(7-19) 2-way rdo required, xcpt on prior request. (1-29) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until futher notice. (10-11)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SKYKOMISH ARPT: Closed - due snow. (12-7)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'.(6-17

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. About March 1, lclzr and glide slope will be shut down for an indefinite period - relctn & rnwy extension.

** FLD: 200' lgtd twr erected 6.8 n mi E (105°T) at lat 47-36-06, long.117-22-37.(2-4) Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

WHIDBEY ISLAND NAS - RADIO: Voice communications out of service. (11-6)

**WINTHROP-PASAYTEN USFS ARPT: Closed. (12-27)

WASHINGTON: YAKIMA-RADIO: VOR flgt-checked for en route Victor Airways use only [illegible] min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18)

WEST VIRGINIA: **BECKLEY-MT HOPE ARPT: 165' twr lctd approx 1.7 n mi WNW unlgtd.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'.(7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. Obstn lgts on W twr LFR lctd 3.1 mi N inop.

GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Serv fac avail 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd (6-7).Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men & equip. on rnwy. (12-3)

MORGANTOWN-radio: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

SUTTON, 21, CIN-DCA ARPT: Closed to all acft except single-engine. (1-3)

WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy ruf, soft - unusable. Arpt clsd until May 1. (10-12)

FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

GRANTSBURG-RADIO: Oct 8, VOR shut down until approx Feb 21 - modernization.(2-8)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn.(11-3)

LAND O'LAKES-KING'S GATEWAY ARPT: Closed due ice or snow. Arpt will be plowed on request. (12-19)

LODI-LADELAND ARPT: New arpt reported: Lat 43-19-40, long 89-30-55, lctd 0.5 mi NE of Lodi; 1 strip -(E/W) 2640' x 200';87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.

★ MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) Effect. Mar 1, radar departure control service inaugurated. Pilots departing on IFR flgt plan will be advised by twr when to change to departure control.(2-15)Rcvd too late for radar page.FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerat military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left.

OCONTO ARPT: E/W rnwy plowed 2850'x 175' - open to wheeled acft. NE/SW rnwy open to ski-equipped acft only. (1-16)

OSHKOSH-WINNEBAGO COUNTY ARPT: Use only N/S and E/W rnwys winter months.

WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD:

** Formerly carried as Natrona County. (2-8) Two 200' fences SW end of ramp not obstn lgtd.(11-16)

CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop (10-18)

GILLETTE ARPT: 50'-75'W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

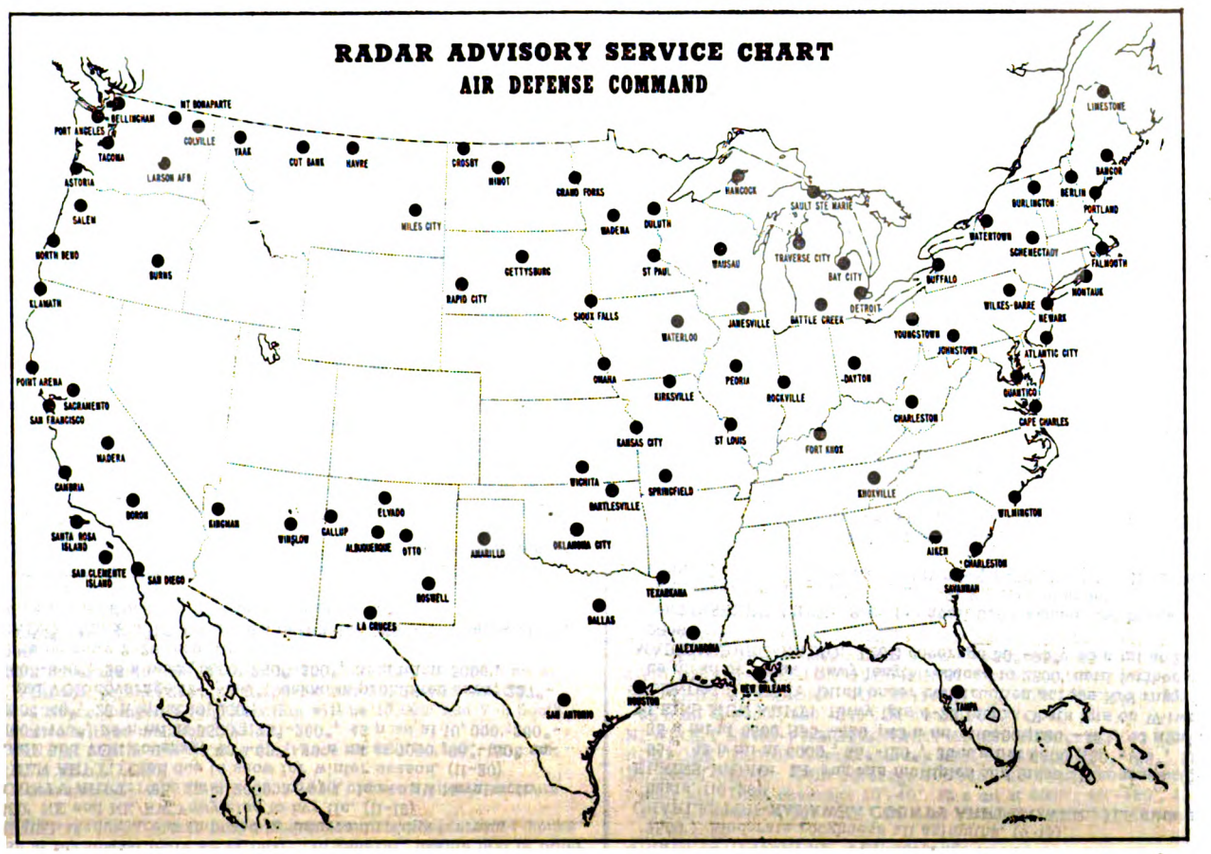
KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)

LARAMIE-RADIO: DME coverage 155°-225°,35 n mi at 15,000';225°-300°, 26 n mi at 15,000'.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

WYOMING: ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate crs roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equipment on fld. Use extreme caution.
WYOMING-PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' - 60' high operg intermittently approx 1000' off E end rnwy 9R-27L.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

SAVE THIS CHART !

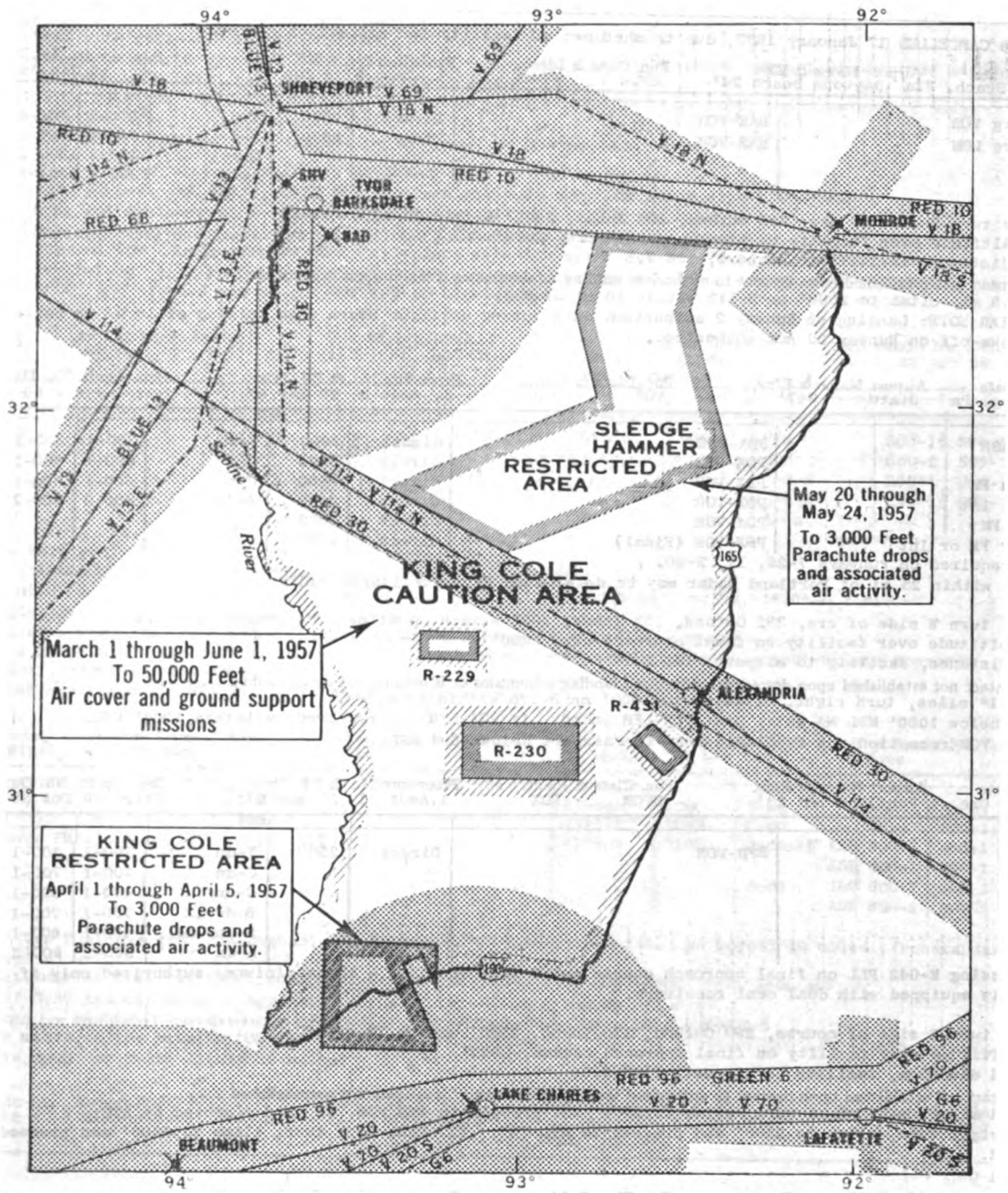


SPECIAL NOTICE

LOUISIANA

KING COLE-SLEDGE HAMMER

During March 1 through June 1, 1957 the US Army and the USAF will conduct maneuvers in the depicted areas. Restrictions to non-maneuver aircraft are noted for each area. Clearance through Restricted Areas may be obtained through CAA INSAC's, from "Maneuver Director" Fort Polk, La.



Maneuver aircraft will normally conduct all operations under VFR weather.

Recommended ACC/ASP

Prepared by
Coast & Geodetic Survey
U. S. DEPARTMENT OF COMMERCE

FEBRUARY 14, 1957

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Procedure CANCELLED 17 January 1957, due to shutdown of facility for relocation purposes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Daytona Beach, Fla	Daytona Beach 34'	BVOR DAB	1, Amdt 5 4 Jun 55	4 5 Jan 54

→ Harrisburg VOR	HAR-VOR	Direct	2800	T-d	500-1	500-1	500-1
→ Harrisburg LOM	HAR-VOR	Direct	2800	T-n	500-2	500-2	500-2
				C-dn	1200-2	1200-2	1200-2
				A-dn	1200-2	1200-2	1200-2

→ Procedure turn S side of crs, 288 Outbnd, 108 Inbnd, 2800' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 108-7.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.5 mi, climb to 2000' on R-115 within 10 mi of VOR.
AIR CARRIER NOTE: Landing on Runway 2 authorized only during daylight hours with ceiling of 1500' or better.
NOTE: Take-off on Runway 20 not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Harrisburg, Pa	State 347'	VOR HAR	1, Amdt 2, 30 Mar 57	1, 7 Apr 56

Sauvies RBN	PDX-VOR	direct	3000	T-dn	300-1	300-1	200-½**
PDX LFR	PDX-VOR	direct	3000	C-d	600-1	600-1	600-1½
Stevenson FM	PDX-VOR	direct	6000	C-n →	600-1	600-1	700-1½
Washougal Int	PDX-VOR	direct	3200 ←	A-dn	800-2	800-2	800-2
Woodland FM	PDX-VOR	direct	3000				
La Center FM or Int	PDX-VOR (Final)	direct	2500				

**300-1 required on runways 7-25, 11, 2-20.
All fixes within 25 mi of Portland Radar may be determined by surveillance radar.

Procedure turn W side of crs, 332 Outbnd, 152 Inbnd, 3000 within 8 miles. NA beyond 8 miles
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 161-9.1*
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.1* miles, turn right, climbing to 3000' on R-175 within 13 miles.
*Descent below 1000' MSL NA until past PDX-LFR Inbnd. If PDX-LFR not received, maintain 1000' MSL.
CAUTION: VOR reception not available over the airport below 450' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Portland, Ore	Portland Int 23'	BVOR PDX	1,Amdt. 1, 23 Mar 57	Orig, 22 Oct 55

RFD-LFR	RFD-VOR	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				C-dn#	400-1	600-1	500-1½
				S-dn-12	700-1	700-1	700-1
				S-dn-12#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#After passing R-042 PLL on final approach course inbnd from facility - these minimums authorized only if aircraft is equipped with dual omni receivers.

Procedure turn S side of course, 290 Outbnd, 110 Inbnd, 2500' within 10 miles.
Minimum Altitude over facility on final approach course, 2000'
Course and distance, facility to airport, 110°-6.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles, make right turn, climb to 2500' and proceed to RFD VOR, or when directed by ATC:
(1) Make right turn, climb to 2500' and proceed to RFD "H". (2) Make left turn, climb to 2500' and proceed to RFD LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Rockford, Ill	Greater Rockford 734'	BVOR RFD	1, Amdt Orig 14 Mar 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
API VOR (ILS only) - via R-040	Elmhurst Int	Direct	2300	T-dn	300-1	300-1	200-½
API VOR	NW crs ILS	Direct	2300	C-d →	@500-1	500-1	500-1½
API VOR	LOM	Direct	2300	C-n →	@500-1½	500-1½	500-1½
Int NW crs ILS & R-051 API	LOM (Final)	Direct	2300	S-dn-13R → @*ILS	300-¾	300-¾	300-¾
Elmhurst Int (ILS only)	LOM (Final)	Direct	2300	S-dn-13R & 13L @ADF	500-1	500-1	500-1 ←
→ Elgin Int	LOM	Direct	2500	A-dn ILS	600-2	600-2	600-2
Lake Shore Int	LOM	Direct	2500	ADF	800-2	800-2	800-2
MDW LFR via crs 290	NW Crs ILS	Direct	2300				
CGT VOR	MDW LFR	Direct	2000				
→ Gary VHF Int	MDW LFR	Direct	2000				

→ Radar transition to final approach crs authorized.
→ *500-1 required with glide slope inoperative.
→ @ On ADF approach or on ILS approach with glide slope inoperative, 400' minimums authorized provided descent below 1100' MSL not made until past ADF bearing 020/200 MDW LFR.
→ Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from MDW ILS-LOM.
→ Information for radar terminal area transition altitudes on Midway Radar procedure.

Procedure turn W side of crs, 312 Outbnd, 132 Inbnd, 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1800 ADF.
Altitude of G.S. and distance to approach end of Rny at OM 2255-5.1, at MM 868-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.1 miles of LOM (ADF), climb to 2000' or higher altitude specified by ATC on SE crs ILS (132)
→ proceed to Gary Int or, if directed by ATC: 1. Make right turn, climb to 2300' and proceed to EON VOR via R-001.
→ 2. Climb to 2000' and proceed via SW crs MDW LFR to Lansing Int.

★ City and State: Chicago, Ill | Airport Name & Elev.: Midway 618' | Fac. Class & Ident.: ILS-ICHI, LOM-CH | Procedure No. & Eff. Date: 1, Amdt 13, 23 Mar 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: 12 21 Apr 56

Duluth LFR	LOM	Direct	2600	T-dn	--	--	--
Duluth VOR	LOM	Direct	2600	C-d	500-1½	500-1½	500-1½
				C-n	500-2	500-2	500-2
				S-d-9	250-1	250-1	250-1
				S-n-9	250-1½	250-1½	250-1½
				A-dn	--	--	--

Procedure turn 268° Outbnd, 088 Inbnd, 2600' with 10 mi.
Minimum Altitude at G. S. interception inbnd, 2600'
Altitude of G. S. and distance to appr. end of Rny. at LOM, 2600'-4.3 mi.; at MM, 1630'-0.7 mi.
G. S. angle, 2.6°
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi of LOM, turn left to crs of 315°, climbing to 3000' within 20 mi; contact Duluth approach control for further instructions.
NOTE: USAF navigational facility - for military use only.

★ City and State: Duluth, Minn. | Airport Name & Elev.: Duluth Mun. 1430' | Fac. Class & Ident.: ILS DLH | Procedure No. & Eff. Date: 1, Orig., 23 Feb 57 | Sup. Amdt. No. Dated: None

EUG - LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
EUG - VOR	LOM	direct	2000	C-dn	500-1	500-1½	600-1½
Cottage Grove FM(via crs 320)	S crs ILS	direct	3100	S-dn-16 ILS	300-¾	400-1	400-1
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Procedure turn E side N crs, 338 Outbnd, 158 Inbnd, 2000' within 10 miles. NA beyond 10 miles. (Nonstandard due to terrain).
Minimum Altitude at G.S. int inbnd 2000 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 1570-4.0, at MM 550-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.0 miles, after passing LOM (ADF) turn right and climb to 2000' on N crs of EUG-LFR within 10 miles,
→ or climb to 2000' on R-355 within 10 miles.

★ City and State: Eugene, Oreg | Airport Name & Elev.: Mahlon Sweet 365' | Fac. Class & Ident.: ILS-I-EUG, LOM-EU | Procedure No. & Eff. Date: 1, Amdt 11, 30 Mar 57 Comb ILS-ADF | Sup. Amdt. No. Dated: 10, 29 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Ft Smith VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Int E crs ILS & 288 brng to Ft Smith "H"	LOM	direct	1600	C-d ←	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
Int E crs ILS & R 090 FSM VOR	LOM	direct	1600	S-dn-25# ILS	300-¾	300-¾	300-¾
Int E crs ILS & 343 brng to Ft. Smith "H"	LOM	direct	1600	ADF	500-1	500-1	500-1
				A-dn ## ILS	600-2	600-2	600-2
Ft. Smith "H"	LOM	direct	2200	ADF	800-2	800-2	800-2
Int E crs ILS & R-110 FSM	LOM (final)-ILS	direct	1600				
Int E crs ILS & R-110 FSM	LOM (final)- ADF	direct	1100				

#500-¾ when G.S. not utilized.
##All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.
Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1800 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to appr end of rny at OM 1530-3.2, at MM 702-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi after passing LOM (ADF) climb to 1800' on crs of 253 within 15 mi, or climb to 1800' on R-235 FSM within 15 miles.
NOTE: No approach lights.
AIR CARRIER NOTE: 300-1 required for T.O. runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in take-off or landing minima authorized for cargo and ferry flights.
CAUTION: Water tower 611' 1 mile W of W end of runway 7.

★ City and State: Fort Smith, Ark — Airport Name & Elev.: Municipal 460' — Fac. Class & Ident.: ILS-IFSM, LOM-FS — Procedure No. & Eff. Date: 1, Amdt 5, 17 Mar 57 Comb ILS & ADF — Sup. Amdt. No. Dated: 4, 16 Mar 57

→ Harrisburg LFR	LOM	Direct	2700	T-d	500-1	500-1	600-1
→ Harrisburg VOR	LOM	Direct	2700	T-n	500-2	500-2	500-2
→ New Kingstown FM	LOM	Direct	2700	S-d-8	600-1½	600-1½	600-1½
				S-n-8	1000-2	1000-2	1000-2
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

→ Procedure turn S side W crs, 259 Outbnd, 079 Inbnd, 2700 within 10 miles.
→ Minimum Altitude over LOM 2700'. No Glide Slope. Distance to appr end of rny at OM 7.1, at MM 1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2500' on 079° crs from LOM within 15 miles.
AIR CARRIER NOTES: Landing on Rnwy 2 authorized only during daylight hrs with ceiling 1500' or better.
NOTE: Take-off on Rnwy 20 not authorized.
NOTE: ADF approach not authorized.
CAUTION: Circling minimums do not provide standard clearance over 1136' ridge & tower 1.6 mi S of airport.
CAUTION: Nonstandard instrument landing system. Approaches not authorized with any commissioned component inoperative.

★ City and State: Harrisburg, Pa — Airport Name & Elev.: State 347' — Fac. Class & Ident.: ILS HAR — Procedure No. & Eff. Date: 1, Amdt 2, 30 Mar 57 — Sup. Amdt. No. Dated: 1, 25 June 55

PIH VOR	LOM	Direct	7000	T-dn	300-1	300-1	200-½
PIH LFR	LOM	Direct	7000	C-d	500-1	600-1	600-1½
				C-n	500-2	600-2	600-2
				S-dn-21 ILS	300-¾	300-¾	300-¾
				ADF	500-1	600-1	600-1½
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn N side of NE crs, 027 Outbnd, 207 Inbnd, 7000' within 10 mi of PIH-LOM. NA beyond 10 mi.
→ Minimum Altitude at glide slope int inbnd, 7000' ILS. Min. alt over LOM inbnd final - 5800' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 5610'-3.7; at MM - 4660'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi of LOM (ADF) climb to 6500' on W crs PIH-LFR or on R-234 PIH within 20 mi. Alternate missed approach when directed by ATC: turn right and climb to 7500' on N crs of PIH-LFR or on R-335 PIH within 20 mi.
CAUTION: High terrain SE through SW of airport.

★ City and State: Pocatello, Ida — Airport Name & Elev.: Municipal 4448' — Fac. Class & Ident.: ILS-PIH, LOM-PI — Procedure No. & Eff. Date: 1, Amdt 2, 23 Mar 57 Comb. ILS-ADF — Sup. Amdt. No. Dated: 1, 10 Dec 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Chatham MHW via crs 095	ILS SW crs	direct	2000	T-dn	300-1	300-1	300-1
Newark LOM via crs 348	ILS SW crs	direct	1800	C-dn	1000-1	1000-1½	1000-1½
Paterson MHW	EB-LMM	direct	2000	*S-dn-6	500-1	500-1	500-1
Int R-128 CDW & SW crs ILS	ILS OM (Final)	Direct	1400	A-dn	1000-2	1000-2	1000-2

*700-1½ required with any component of the ILS inoperative.
Radar vectors may be utilized to effect above transitions.

Procedure turn W side SW crs, 239 Outbnd, 059 Inbnd, 1800 whithin 10 miles of OM
Minimum Altitude at G.S. int. inbnd 1400
Altitude of G.S. and distance to appr end of rny at OM 1360-4.-; at MM 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1000' on a heading of 059° turn left climb to 2000' on ADF crs to Paterson MHW

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Teterboro, N J	Teterboro 7'	ILS TEB	1, Amdt 7, 23 Mar 57	6 21 May 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	500-1	500-1	500-1½
→ Int R-034 IDL & NW crs HEM LFR	IDL-VOR (Final)	direct	1000	S-dn-22	400-1	400-1	400-1
Glen Cove MHW	IDL-VOR	Direct	1500				
Mitchel LFR	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Scotland MHW	IDL-VOR	direct	1500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles; E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn #E side of crs, 034 Outbnd, 214 Inbnd, 1500 within 10 miles
#Procedure turn conducted E to avoid LaGuardia Traffic.
Minimum Altitude over facility on final approach crs, 1000' over ILS OM #2, 400' over VOR.
Crs and distance, breakoff point to app end rny 22, 223-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on R-223 and proceed to Scotland Int, Contact Idlewild Approach Control.
CAUTION: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 mi SSE of airport. Straight-in landing minimums do not provide standard clearance over 290' tank 4½ mi NE of the airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	VOR IDL	TerVOR-22, Amdt 3, 30 Mar 57	2, 8 Dec 56

Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	500-1	500-1	500-1½
→ Int R-052 IDL & NW crs HEM LFR	IDL-VOR (Final)	direct	1000	S-dn-25L	400-1	400-1	400-1
Glen Cove MHW	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Scotland MHW	IDL-VOR	direct	1500				

Procedure turn #E side of crs, 052 Outbnd, 232 Inbnd, 1500 within 10 miles
#Procedure turn conducted E to avoid LaGuardia traffic.
Crs and distance, breakoff point to app end rny 25L, 253-.8
→ Minimum Altitude over facility on final approach crs, 1000' over ILS OM #2, 400' over VOR
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on R-223 and proceed to Scotland Int. Contact IDL Approach Control for further instructions.
CAUTION: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 mi SSE of airport.
NOTE: Straight-in landing minimums do not provide standard clearance over 290' tank 4½ mi NE of the airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	VOR IDL	TerVOR-25L, Amdt 3 30 Mar 57	2 8 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Elizabeth Int	Fort Knox RBn	Direct	2500	T-dn	300-1	300-1	300-1
Lanesville Int	Fort Knox RBn	Direct	2500	C-dn	1000-1	1000-1	1000-1
				S-dn-17	400-1	400-1	400-1
				A-dn	2000-3	2000-3	2000-3

Procedure turn W side of crs, 352 Outbnd, 172 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs 1500'
Crs and distance, facility to airport, 172°-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb on a crs of 172° to 2500', then turn right and return to Fort Knox RBn at 2500'.
Hold South of Fort Knox RBn, left hand, 2 min pattern, contact Standiford approach control for further instructions.
NOTE: Procedure Not Authorized for civil use.

★City and State: Fort Knox, Ky. | Airport Name & Elev.: Godman AAF 753' | Fac. Class & Ident.: MH FTK | Procedure No. & Eff. Date: 1, Amdt Orig. 23 Feb 57 | Sup. Amdt. No. Dated: None

New Orleans VOR	MSY-LFR	Direct	1500	T-dn	300-1	300-1	300-1
→ Int 360 brng to LaPlace MHW &				C-dn	500-1	500-1	500-1½
W crs MSY LFR	MSY LFR (Final)	Direct	900	A-dn#	NA	NA	NA ←
→ Radar terminal area transition altitudes	New Orleans Radar	Within 20 mi.	1500**				

**Radar control must provide 3 mi lateral or 1000' vertical separation from 623' and 978' radio towers located 9 mi ESE & 13 mi E of MSY LFR.
→ #Full weather information not available - visibility information only.

Procedure turn S side of crs, 272 Outbnd, 092 Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over LFR and over Bayou St. John FM, 900'*
* If Bayou St John FM not received, descent below 900' NA
Crs and distance, MSY LFR to airport, 066-9.1
Crs and distance, Bayou St. John FM to airport 066-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.8 mi after passing Bayou St. John FM, turn right, climb to 1500' on crs of 073 from LFR within 20 mi.
NOTE: Night operation NA runways 8-26 and 4-22.
→ AIR CARRIER NOTE: Air carrier use Not Authorized.

★City and State: New Orleans, La | Airport Name & Elev.: New Orleans 8' | Fac. Class & Ident.: SBRAZ MSY | Procedure No. & Eff. Date: 1, Amdt 2 30 Mar 57 | Sup. Amdt. No. Dated: 1 19 Feb 55

Chatham MHW	EB LMM	Direct	2000	T-dn	300-1	300-1	300-1
Newark LOM	EB LMM	Direct	1800	C-dn	1000-1	1000-1	1000-1½
Paterson MHW	EB LMM	Direct	2000	A-dn	1000-2	1000-2	1000-2
Int R-128 CDW &							
Brng 059 to EB LMM	EB LMM (Final)	Direct	1400#				

Radar sectors may be utilized to effect the above transitions.

Procedure turn W side of crs, 239 Outbnd, 059 Inbnd, 1800' within 10 mi of OM.
Minimum Altitude over EB LMM on final approach, 1400' #
#Descent to airport minimums authorized after passing OM; if OM not received maintain 1400'
Crs and distance, OM to airport, 059-4.1
Crs and distance, EB-LMM to airport, 059-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.5 mi after passing EB-LMM, make a climbing left turn to 2000' on ADF crs to Paterson MHW.

★City and State: Teterboro, N.J. | Airport Name & Elev.: Teterboro 7' | Fac. Class & Ident.: LMM EB | Procedure No. & Eff. Date: 1, Orig., 24 Jan 57 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	

Procedure to be CANCELLED concurrent with the decommissioning of the Elmont Fan Marker, approx. 30 Mar 57.

★City and State: New York, N Y | Airport Name & Elev.: International 12' | Fac. Class & Ident.: SMRA IDL | Procedure No. & Eff. Date: 2, Amdt 1 8 Dec 1956 | Sup. Amdt. No. Dated: Orig 1 Feb 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
West Point Int	POU-LFR (Final)	Direct	2200 ←	T-dn	300-1		
				C-dn	600-1½		
				A-dn	800-2		

→ Procedure turn E side S crs*, 208 Outbnd, 028 Inbnd, 2700' within 10 miles. NA beyond 10 miles.
→ Minimum Altitufe over facility on final approach crs, 2200'
Crs and distance, facility to airport, 002-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles, climb to 3000' on N crs within 20 miles
*Shuttle to 3000' on N crs within 20 miles
AIR CARRIER NOTE: Use of airport restricted to 65 K or less, 2-engine or less aircraft

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Poughkeepsie,N Y	Dutchess County 166'	SBRAZ POU	1, Amdt 8, 23 Mar 57	7 6 Aug 55

Int SW crs AUS LFR & N crs SRO LFR	SRO LFR	Direct	3000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
Int SW crs AUS LFR & W crs SRO LFR	SRO LFR	Direct	3000	S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 351 Outbnd, 171 Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 167-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, make right climbing turn, reporting over SRO LFR at 2000'. Hold at 2000' on N crs
SRO LFR within 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★San Marcos,Tex	Gary AAF 596'	MRLZW SRO	1, Amdt Orig,23 Feb 57	None

(19 Feb 1957)

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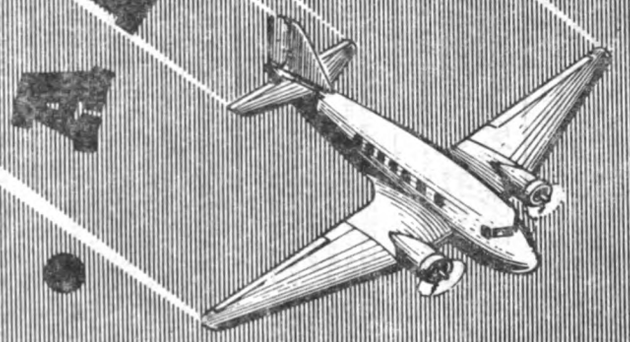

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

TEMPORARY CONTROL AREA EXTENSION: Effective 0001 CST, April 1, 1957 to 2400 CST April 5, 1957, unless otherwise advised the following control area extension is amended as follows:

LAKE CHARLES, LA. Control Area Extension is amended to read: "All that airspace within a 30-mile radius of the Lake Charles, La., rdo rng stn excluding the portion which overlaps the Houston (Beaumont-Palacios-Houston) Control area extension, and excluding the portion below 3000 ft. MSL which overlaps the temporary King Cole Restricted Area".

NOTE: At the end of this period (April 1 - 5, 1957), Lake Charles, La. Control Area Extension as designated prior to this temporary amendment shall again become effective.

(5 Mar 1957)

1/ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective April 11, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil airway No. 8 (Cold Bay, Alaska to Northway, Alaska), is amended by changing the portion between Kenai, Alaska, rdo rng stn and Gulkana, Alaska rdo rng stn to read: "Kenai, Alaska rdo rng stn; the intsxn of the NE course of the Kenai rdo rng and a line bearing 266°T from the Anchorage, Alaska rdo rng; Anchorage, Alaska rdo rng stn; the intsxn of the SE course of the Skwentna, Alaska rdo rng and a line bearing 357°T from the Anchorage, Alaska rdo rng stn; the intsxn of the SE course of the Skwentna, Alaska rdo rng and the NE course of the Anchorage, Alaska rdo rng; Gulkana, Alaska rdo rng stn;"

(2) Red civil airway No. 27 (Atlanta, Ga. to Detroit, Mich.), is amended by correcting the portion which reads: "From the intsxn of the S course of the Atlanta, Ga. NAS rdo rng and the NE course of the Campbellton, Ga. rdo rng via the Atlanta, Ga. NAS rdo rng stn;" to read: "From the intsxn of the S course of the Atlanta, Ga. NAS rdo rng and the NE course of the Atlanta, Ga. rdo rng via the Atlanta, Ga. NAS rdo rng stn;"

(3) Red civil airway No. 103 (Anchorage, Alaska to Middleton Island, Alaska), is amended by changing the first portion to read: "From the Anchorage, Alaska rdo rng stn via the intsxn of a line bearing 266°T from the Anchorage, Alaska rdo rng and the NE course of the Kenai, Alaska rdo rng; Kenai, Alaska rdo rng stn;" (Note: Green 8 and Red 103 redesignated to Anchorage SRA due to fact Merrill rdo rng out of service)

(4) VOR civil airway No. 3 (Key West, Fla. to Presque Isle, Maine), is amended by changing the portion which reads: "Savannah, Ga. omnirng stn, including an E alternate;" to read: "Savannah, Ga. omnirng stn, including an E alternate from the Jacksonville omnirng stn to the Savannah omnirng stn via the intsxn of the Jacksonville omnirng 026°T and the Savannah omnirng 180°T radials;" and by changing the portion which reads: "From the point of intsxn of the Washington, D. C. term omnirng 016°T and the Herndon, Va. omnirng 104°T radials, excluding the portion which overlaps the Washington Prohibited Area (P-56), via the point of intsxn of the Herndon omnirng 045°T and the Baltimore, Md. omnirng 346°T radials; point of intsxn of the Herndon omnirng 045°T and the West Chester omnirng 253°T radials;"to read: "From the Riverdale, Md. nondirectional rdo bcn via the Westminster, Md. omnirng stn; point of intsxn of the Westminster omnirng 056°T and the West Chester omnirng 253°T radials;" (Note: Redesignated V3 between District Intsxn and West Chester VOR. Revoked V3E between Jacksonville VOR and Brunswick VOR. Added V3E between Jacksonville VOR and Savannah VOR.)

(5) VOR civil airway No. 8 (Long Beach, Calif. to Washington, D. C.), is amended by changing the portion which reads: "Kremmling, Colo. omnirng stn;" to read: "Kremmling, Colo. omnirng stn, including a S alternate;" (Note: Added a standard S alternate between Grand Junction VOR and Kremmling VOR)

(6) VOR civil airway No. 19 (El Paso, Tex. to Great Falls, Mont.), is amended by changing the portion which reads: "intsxn of the Kiowa omnirng 360°T and the Cheyenne omnirng 162°T radial;" to read; "intsxn of the Kiowa omnirng 005°T and the Cheyenne omnirng 110°T radials;" (Note: Redesignated V19 between Kiowa VOR and Cheyenne VOR)

(7) VOR civil airway No. 25 (Los Angeles, Calif. to Ellensburg, Wash.), is amended by changing the portion which reads: "intsxn of the Paso Robles omnirng 335°T and the San Francisco omnirng 141°T radials; San Francisco, Calif. omnirng stn; intsxn of the San Francisco omnirng 304°T and the Point Reyes omnirng 155°T radials;" to read: "intsxn of the Paso Robles omnirng 335°T and the Agnew omnirng 141°T radials; Agnew, Calif. omnirng stn; intsxn of the Agnew omnirng 304°T and the Point Reyes omnirng 155°T radials;" (Note: Changed name of San Francisco VOR to Agnew VOR)

(8) VOR civil airway No. 27 (Los Angeles, Calif. to Seattle, Wash.), is amended by changing the portion which reads: "Point Reyes, Calif. omnirng stn, including an E alternate from the Salinas omnirng stn to the Point Reyes omnirng stn via the San Francisco, Calif. omnirng stn and the Oakland, Calif. omnirng stn and also a W alternate from the Salinas omnirng stn to the Point Reyes omnirng stn via the intsxn of the Salinas omnirng 300°T and the Point Reyes omnirng 155°T radials;" to read: "Point Reyes, Calif. omnirng stn, including a W alternate from the Salinas omnirng stn to the Point Reyes omnirng stn via the intsxn of the Salinas omnirng 300°T and the Point Reyes omnirng 155°T radials;" (Note: Revoked V27E between Salinas VOR and Point Reyes VOR and redesignated it as a part of V137)

(9) VOR civil airway No. 57 (Evergreen, Ala. to Scotland, Ind.), is amended to read: "From the Evergreen, Ala. omnirng stn via the intsxn of the Evergreen omnirng 049°T and the Birmingham omnirng 180°T radials; Birmingham, Ala. omnirng stn; Muscle Shoals, Ala. omnirng stn; Graham, Tenn. omnirng stn; Bowling Green, Ky. omnirng stn; to the Scotland, Ind. omnirng stn." (Note: New addition to V57 from Birmingham VOR to Graham VOR. Portion from Evergreen VOR to Birmingham VOR lies partly over V20 and is partly new airspace. Portion from Birmingham VOR to Graham VOR via Muscle Shoals VOR is also existing V7.)

(10) VOR civil airway No. 81 (Midland, Tex. to Pueblo, Colo.), is amended to read: "From the Midland, Tex. omnirng stn via the Lubbock, Tex. omnirng stn; Amarillo, Tex. omnirng stn, including an E alternate; Dalhart, Tex. omnirng stn, including an E alternate; to the Pueblo, Colo. omnirng stn." (Note: Added new portion to V81 from Amarillo VOR to Pueblo, VOR. This portion was formerly a part of V114.)

(11) VOR civil airway No. 110 (San Francisco, Calif to Altamont, Calif.), is amended to read: "From the point of intsxn of the Agnew omnirng 218°T and the Salinas omnirng 319°T radials via the Agnew, Calif. omnirng stn; to the point of intsxn of the Agnew omnirng 038°T and the Modesto, Calif. omnirng 273°T radials." (Note: Changed name of San Francisco VOR to Agnew VOR)

(12) VOR civil airway No. 114 (Amarillo, Tex. to New Orleans, La.), caption changed and is amended by changing all before the Wichita Falls, Tex. omnirng stn to read: "From the Amarillo, Tex. omnirng stn via the Childress, Tex. omnirng stn, including a S alternate; Wichita Falls, Tex. omnirng stn;" (Note: Revoked all of V114 between Pueblo VOR and Amarillo VOR and redesignated this revoked portion as a part of V81.)

(13) VOR civil airway No. 143 (Charlotte, N. C. to Washington, D. C.), is amended by changing the portion which reads: "Charlotte omnirng 359°T" to read: "Charlotte omnirng 005°T" (Note: Minor correction to V143W to superimpose a portion of it from Charlotte VOR to Mooresville Intsxn over V37)

(14) VOR civil airway No. 137 (Thermal, Calif. to Ukiah, Calif.), is amended to read: "From the Thermal, Calif. omnirng stn via the Palmdale, Calif. omnirng stn; point of intsxn of the Bakersfield, Calif. omnirng 210°T and the Coalinga omnirng 152°T radials; Coalinga, Calif. omnirng stn; Salinas, Calif. omnirng stn; Agnew, Calif. omnirng stn; Oakland, Calif. omnirng stn; Point Reyes, Calif. omnirng stn; intsxn of the Point Reyes omnirng 306°T and the Ukiah omnirng 172°T radials; to the Ukiah, Calif. omnirng stn." (Note: Added new portion to V137 from Salinas VOR to Ukiah VOR. Portion Salinas VOR to Point Reyes VOR was formerly V27E. Changed name of San Francisco VOR to Agnew VOR).

(16) VOR civil airway No. 199 (Fresno, Calif. to Ukiah, Calif.), is amended to read: "From the Fresno, Calif. omnirng stn via the intsxn of the Fresno omnirng 287°T and the Agnew omnirng 111°T radials; Agnew, Calif. omnirng stn; intsxn of the Agnew omnirng 304°T and the Ukiah omnirng 172°T radials; to the Ukiah, Calif. omnirng stn." (Note: Change name of San Francisco VOR to Agnew VOR.)

(17) VOR civil airway No. 251 (Washington, D. C. to New York, N. Y.), is amended to read: "From the Riverdale, Md. nondirectional rdo bcn via the Westminster, Md. omnirng stn; Pottstown, Pa. omnirng stn; point of intsxn of the Pottstown omnirng 044°T and the Allentown, Pa. omnirng 103°T radials; to the Caldwell, N. J. omnirng stn." (Note: Added new portion to V251 from Riverdale "H" to Pottstown VOR. Revoked portion of V251 between West Chester VOR and Pottstown VOR and left this portion numbered as V29 only.)

(18) VOR civil airway No. 257 (Delta, Utah to Ogden, Utah), is added to read: "From the Delta, Utah, omnirng stn via the intsxn of the Delta omnirng 004°T and the Ogden omnirng 194°T radials; to the Ogden, Utah omnirng stn. The portion of this arwy below 11,000 ft which overlaps and lies within the Deseret Restricted area (R-514), is excluded." (Note: New airway.)

(19) VOR civil airway No. 265 (Washington, D. C. to Harrisburg, Pa.), is added to read: "From the Riverdale, Md. nondirectional rdo bcn via the Westminster, Md. omnirng stn; point of intsxn of the Westminster, omnirng 345°T and the Harrisburg omnirng 196°T radials; to the Harrisburg, Pa. omnirng stn." (Note: New airway. Portion from Hampton Intsxn to Harrisburg VOR is also part of existing V223.)

(20) VOR civil airway No. 267, is added to read: "(unassigned)."

(21) VOR civil airway No. 268 (Keymar, Md. to Baltimore, Md.), is added to read: "From the point of intsxn of the Martinsburg, W. Va. omnirng 072°T and the Herndon, Va. omnirng 015°T radials via the Westminster, Md. omnirng stn; to the Baltimore, Md. omnirng stn." (Note: New arwy).

CONTROL AREAS:

(1) VOR civil airway No. 3 (Key West, Fla. to Presque Isle, Me.), is amended to read: "All of VOR civil arwy No. 3 including E and W alternates, but excluding all the airspace between the main arwy and its W alternate extending from the Florence, S. C. omnirng stn to the Raleigh, N. C. omnirng stn."

(2) VOR civil airway No. 27 (Los Angeles, Calif. to Seattle, Wash.), is amended to read: "All of VOR civil arwy No. 27, including W alternates."

(3) VOR civil airway No. 57 (Evergreen, Ala. to Scotland, Ind.), is amended to read: "All of VOR civil arwy No. 57."

(4) VOR civil airway No. 81 (Midland, Tex. to Pueblo, Colo.), is amended to read: "All of VOR civil airway No. 81, including E alternates."

(5) VOR civil airway No. 114 (Amarillo, Tex. to New Orleans, La.), is amended to read: "All of VOR civil arwy No. 114 including N alternates and a S alternate."

(6) VOR civil airway No. 133 (Parkersburg, W. Va. to Traverse City, Mich.), is amended to read: "All of VOR civil arwy No. 133."

(7) VOR civil airway No. 137 (Thermal, Calif. to Ukiah, Calif.), is amended to read: "All of VOR civil arwy No. 137."

(8) VOR civil airway No. 251 (Washington, D. C. to New, York, N. Y.), is amended to read: "All of VOR civil arwy No. 251."

(10) VOR civil airway No. 257 (Delta, Utah to Ogden, Utah), is added to read: "All of VOR civil arwy No. 257."

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(11) VOR civil airway No. 265 (Washington, D.C. to Harrisburg, Pa.), is added to read: "All of VOR civil arwy No. 265."

(12) VOR civil airway No. 267, is added to read: "(unassigned)".

(13) VOR civil airway No. 268 (Keymar, Md. to Baltimore, Md.), is added to read: "All of VOR civil arwy No. 268."

CONTROL AREA EXTENSIONS:

(1) (San Francisco, Calif.), is amended by changing the last sentence to read: "The portion of this control area extension which lies within Point Reyes Warning Area (W-513) is excluded below 3000 ft MSL between the hours 8:00 p.m. and 8:00 a.m. PST, daily and is excluded in its entirety between the hours 8:00 a.m. and 8:00 p.m. PST daily."

(2) (Tucson, Ariz.), is amended by adding the following portion to present control area extension: "and the airspace in the SW quad of the Tucson rdo rng lying within a 30 mile radius of the rdo rng stn."

(3) (Olathe, Kansas), is amended by changing the words in the first portion which read: "to a point at lat 39-17-00, long. 96-23-00" to read: "to a point at lat 39-26-00, long. 96-25-00," and by changing the last portion which reads: "thence N along the western edge of VOR civil arwy No. 15 to a point at lat 39-55-00, long. 95-00-45." to read: "thence N along the western edge of VOR civil arwy No. 15 to the St. Joseph, Mo. omnirng stn."

(4) (Denver, Colo.), is amended by changing the words which read: "that airspace NE of Denver bounded on the E by VOR civil arwy No. 19," to read: "that airspace NE of Denver bounded on the E and NE by VOR civil airway No. 19." (Note: reworded to cover airspace not previously designated due to redesignation of V-19 between Kiowa and Cheyenne, herein).

(5) (Duluth, Minn.), is added to read: "That airspace within a 30 miles radius of the Duluth, Minn. omnirng stn bounded on the N by the 274°T radial of the Duluth omnirng and on the E by VOR civil arwy No. 13."

CONTROL ZONES:

(1) (Burbank, Calif.), is amended to read: "Within a 5 mile radius of the Lockheed Air Terminal, Burbank, including the airspace within a 5 mile radius of the San Fernando Valley Airport, Van Nuys, Calif. and the airspace within a 3 mile radius of the Grand Central Arpt, Glendale, Calif."

(2) (San Diego, Calif.), is amended by adding the following portion to present control zone: "and within 2 miles either side of the 295°T radial of the San Diego term. omnirng extending from the term omnirng stn to a point 10 miles NW."

(3) (Del Rio, Tex.), is added to read: "Wtihin a 5 mile radius of Laughlin Air Force Base, Del Rio, Tex. and within 2 miles either side of a line extending from the center of the Air Force Base NW to the Laughlin AFB nondirectional rdo bcn."

REPORTING POINTS:

(1) Green civil airway No. 8 (Cold Bay, Alaska to Northway, Alaska), is amended by deleting the following reporting point: "the intsxn of the NE course of the Kenai, Alaska rdo rng and the W course of the Anchorage (Merrill), Alaska rdo rng;" and by adding the following reporting points: "the intsxn of the NE course of the Kenai, Alaska, rdo rng and a line bearing 266°T from the Anchorage, Alaska rdo rng; the intsxn of the SE course of the Skwentna, Alaska rdo rng and a line bearing 357°T from the Anchorage, Alaska rdo rng stn;"

(2) Blue civil airway No. 26 (Anchorage, Alaska to Fairbanks, Alaska), is amended to read: "Talkeetna, Alaska nondirectional rdo bcn; Summit, Alaska rdo rng stn." (Note: Willow intsxn deleted from Blue 26 and added on Green 8 for designation purposes)

VOR REPORTING POINTS:

(1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Farina Intsxn - the intsxn of the Vandalia, Ill. omnirng 136°T (132°M) and the Troy, Ill. omnirng 084°T (079°M) radials. (b) North Bend Intsxn - the intsxn of the Bradford, Pa. omnirng 127°T (134°M) and the Williamsport, Pa. omnirng 271°T (280°M) radials. (c) Roscoe Intsxn - the intsxn of the Appleton, Ohio, omnirng 085°T (087°M) and the Mansfield, Ohio omnirng 149°T (151°M) radials.

(2) Domestic VOR reporting points is amended by changing the following reporting point to read: Saltair Intsxn - the intsxn of the Salt Lake City, Utah, omnirng 265°T and the Ogden, Utah omnirng stn 194°T radials.

(3) Domestic VOR reporting points is amended by revoking the following reporting points: (a) Adamsville Intsxn - the intsxn of the Appleton, Ohio omnirng 085°T and the Mansfield, Ohio omnirng 149°T radials. (b) Mooresville Intsxn - the intsxn of the Charlotte, N.C. omnirng 359°T and the Spartanburg, S.C. omnirng 057°T radials. (c) La Grange, Ga. omnirng stn. (d) Anniston, Ala. omnirng stn. (e) Tuscaloosa, Ala. omnirng stn.

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective April 11, 1957:

(See also page 8)

DESIGNATE:

(1) ANNISTON, ALA. VOR

(2) BRANDON, TEX. (VHF) INTSXN - the intsxn of the 036°T radial of the Waco, Tex. VOR and the 169°T radial of the Britton, Tex. VOR.

(3) BRAZOS, TEX. (VHF) INTSXN - the intsxn of the 330°T radial of the Waco, Tex. VOR and the 259°T bearing from West, Tex. Rbn.

(4) BYNUM, TEX. (LF) INTSXN - the intsxn of the NE course of the Prairie Hill, Tex. Rbn. and a 334°T bearing from the Prairie Hill, Tex. Rbn.

(5) CHILTON, TEX. (LF) INTSXN - the intsxn of the SE course of the Waco, Tex. LFR and a 216°T bearing from the Prairie Hill, Tex. Rbn.

(6) CUYAMA, CALIF. (VHF) INTSXN - the intsxn of the 029°T radial of the Santa Barbara, Calif. VOR and the 312°T radial of the Fillmore, Calif. VOR.

(7) DODGER, N.Y. (VHF) INTSXN - the intsxn of the SW course of the LaGuardia, N.Y. ILS lclzr and the 264°T radial of the Idlewild, N.Y. VOR.

(8) ELKIN, N.C. (VHF) INTSXN - the intsxn of the 185°T radial of the Pulaski, Va. VOR and the 281°T radial of the Greensboro, N.C. VOR.

(9) FLATBUSH, N.Y. (LF) INTSXN - the intsxn of the SW course of the LaGuardia, N.Y. LFR and a 291°T bearing toward Newark, N.J. LFR.

(10) FLATBUSH, N.Y. (VHF) INTSXN - the intsxn of the 268°T radial of the Idlewild, N.Y. VOR and the SW course of the LaGuardia, N.Y. ILS lclzr.

(11) FRANKLINTON, N.C. (VHF) INTSXN - the intsxn of the NE (back) course of the Raleigh, N.C. ILS lclzr and the 286°T radial of the Rocky Mount, N.C. VOR.

(12) GORDON, IND. (VHF) INTSXN - the intsxn of the 227°T radial of the South Bend, Ind. VOR and the W course of the South Bend, Ind. ILS lclzr.

(13) HAMPTON, PA. (VHF) INTSXN - the intsxn of the 345°T radial of the Westminster, Md. VOR and the 196°T radial of the Harrisburg, Pa. VOR.

(14) HUDSON, COLO. (VHF) INTSXN - the intsxn of the 016°T radial of the Denver, Colo. VOR and the 272°T radial of the Akron, Colo. VOR.

(15) LaGRANCE, GA. VOR.

(16) LEESVILLE, N.C. (VHF) INTSXN - the intsxn of the NE (back) course of the Raleigh, N.C. ILS lclzr and the 343°T radial of the Raleigh, N.C. VOR.

(17) LOVELAND, COLO. (VHF) INTSXN - the intsxn of the 334°T radial of the Denver, Colo. VOR and the 281°T radial of the Akron, Colo. VOR.

(18) MERIDIAN, TEX. (VHF) INTSXN - the intsxn of the 315°T radial of the Waco, Tex. VOR and the 215°T radial of the Britton, Tex. VOR.

(19) MINEOLA, N.Y. (VHF) INTSXN - the intsxn of the NW course of the Mitchel, N.Y LFR and the back course of the Idlewild, N.Y. ILS lclzr.

(20) MOORESVILLE, N.C. (VHF) INTSXN - the intsxn of the 005°T radial of the Charlotte, N.C. VOR and the 238°T radial of the Greensboro, N.C. VOR.

(21) OAK CITY, N.C. (VHF) INTSXN - the intsxn of the 217°T radial of the Cofield, N.C. VOR and the 086°T radial of the Rocky Mount, N.C. VOR.

(22) PENDLETON, TEX. (LF) INTSXN - the intsxn of the SW course of the Waco, Tex. LFR and a 069°T bearing from Gray AFB, Tex. Rbn.

(23) PINE APPLE, ALA. (VHF) INTSXN - the intsxn of the 049°T radial of the Evergreen, Ala. VOR and the 164°T radial of the Craig, AFB, Ala. VOR.

(24) PINECLIFF, COLO. (VHF) INTSXN - the intsxn of the 302°T radial of the Kiowa, Colo. VOR and the 277°T radial of the Denver, Colo. VOR.

(25) PLAINFIELD, N.J. (VHF) INTSXN - the intsxn of the 229°T radial of the Wilton, Conn. VOR and the 114°T radial of the Stroudsburg, Pa. VOR.

(26) SAW MILL, N.C. (VHF) INTSXN - the intsxn of the 186°T radial of the Cofield, N.C. VOR and the 086°T radial of the Rocky Mount, N.C. VOR.

(27) STATE LINE, WYO. (VHF) INTSXN - the intsxn of the 005°T radial of the Kiowa, Colo. VOR and the 110°T radial of the Cheyenne, Wyo. VOR.

(28) SOUTH PLATTE, COLO. (VHF) INTSXN - the intsxn of the W course of the Denver, (Stapleton), Colo. ILS lclzr and the 302°T radial of the Kiowa, Colo. VOR.

(29) TUSCALOOSA, ALA. VOR

(30) WARRIOR, ALA. (LF) INTSXN - the intsxn of the SW course of the Birmingham, Ala. LFR and a 174°T bearing from Tuscaloosa, Ala. Rbn.

(31) WATKINS, COLO. (VHF) INTSXN - the intsxn of the E course of the Denver (Stapleton), Colo. ILS lclzr and the 334°T radial of the Kiowa, Colo. VOR.

REDESIGNATE:

(1) DODGER, N.Y. (LF) INTSXN - the intsxn of the SW course of the LaGuardia, N.Y. LFR and the NE course of the Idlewild, N.Y. LFR and the 275°T bearing toward Newark, N.J. LFR.

(3) PARKTON, MD. (VHF) INTSXN - the intsxn of the 056°T radial of the Westminster, Md. VOR and the 006°T radial of the Baltimore, Md. VOR.

(4) STANSBURY, UTAH (VHF) INTSXN - the intsxn of the 265°T radial of the Salt Lake City, Utah VOR and the 208°T radial of the Ogden, Utah VOR.

(6) TIMPIE, UTAH (VHF) INTSXN - the intsxn of the 265°T radial of the Salt Lake City, Utah VOR and the 225°T radial of the Ogden, Utah VOR.

(7) WARD, COLO. (VHF) INTSXN - the intsxn of the 292°T radial of the Denver, Colo. VOR and the 175°T radial of the Laramie, Wyo. VOR.

CANCEL:

(1) FARINA, ILL. (VHF) INTSXN - the intsxn of the 132° mag radial of the Vandalia, Ill. VOR and the 079° mag radial of the Troy, Ill. VOR. (Changed to Compulsory)

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective April 11, 1957:

Section 610.16 Green Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Atlanta,Ga.LFR	Anderson,S.C. LF/RBN	2700
Anderson,S.C. LF/RBN	Spartanburg,S.C. LFR	2200

Section 610.104 Amber Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Cibolo Creek INT, Tex.	Austin,Tex. LFR	3000

Section 610.210 Red Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Meridian,Miss.LFR	Warrior INT,Ala.	2000
Warrior INT,Ala.	Birmingham,Ala. LFR	2600
Atlanta,Ga.LFR	Augusta,Ga.LFR	2200

Section 610.227 Red Civil Airway 27 is amended to read in part:

FROM	TO	MEA
Int. S crs Atlanta NAS & NE crs Atlanta LFR	Atlanta NAS, Ga. LFR	3000
Atlanta NAS,Ga. LFR	Murphy,N.C.LF/RBN	7000
Murphy,N.C.LF/RBN	Knoxville,Tenn.LFR	7600
Tallassee,Tenn. FM	Knoxville,Tenn.LFR S-bound only	7000

Section 610.602 Blue Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Mulberry INT,Ala.	Birmingham,Ala. LFR	2600

Section 610.618 Blue Civil Airway 18 is amended to read in part:

FROM	TO	MEA
West Point INT, N.Y.	Poughkeepsie,N.Y. LFR	2700

Section 610.639 Blue Civil Airway 39 is amended to read in part:

FROM	TO	MEA
Augusta,Ga.LFR	Greenville,S.C.LFR	2500

Section 610.1001 Direct Routes - U. S. is amended by adding:

FROM	TO	MEA
San Francisco, Calif.LFR	Half Moon Bay INT, Calif.	4000
Fremont,Calif. LF/RBN	Half Moon Bay INT, Calif.	4500
Pinecliff INT, Colo.	Aurora,Colo.LF/RBN E-bound only	10000

Section 610.1001 Direct Routes, U. S. is amended to delete:

FROM	TO	MEA
Cedar Creek INT, Tex.	McDade INT,Tex.	3000
Anton Chico, N.Mex.VOR	Clovis,N.Mex. LF/RBN	9500

Section 610.1001 Direct Routes, U.S. is amended to read in part:

FROM	TO	MEA
Gage,Okla.LFR	LaJunta,Colo.LFR	6900
Fremont,Calif. LF/RBN	Altamont INT,Calif. SW-bound only	5000
Fremont,Calif. LF/RBN	Bay Point,Calif.FM SW-bound only	6000
San Francisco, Calif.LFR	Fremont,Calif. LF/RBN	4000
Stockton,Calif. LFR	Fremont,Calif. LF/RBN	5000
Red Bluff,Calif. VOR	Fortuna,Calif.VOR	8500

Section 610.6003 VOR Civil Airway 3 is amended to delete:

FROM	TO	MEA
Brunswick,Ga.VOR Via E alter.	Savannah,Ga.VOR Via E alter.	1500
Int.016 T rad Wash.D.C.TVOR & 104 T rad Herndon, Va. VOR *2000 - MOCA	Hereford INT,Md.	*5000
Hereford INT,Md. *1500 - MOCA	Parkton INT,Md.	*3000

Section 610.6003 VOR Civil Airway 3 is amended by adding:

FROM	TO	MEA
Jacksonville,Fla. VOR Via E alter. *1200 - MOCA	Sea Island INT,Fla. Via E alter.	*2500
Sea Island INT, Fla. Via E alter. *1500 - MOCA	Savannah,Ga.VOR Via E alter.	*3000
Riverdale,Md. LF/RBN	Westminster,Md. VOR	2800
Westminster,Md. VOR	Parkton INT,Md.	3000

Section 610.6004 VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Laramie,Wyo.VOR *13000 - MRA	*Loveland INT, Colo.	11500
Loveland INT, Colo. *8000 - MCA Dacono INT, NW bound	*Dacono INT,Colo.	11500
Gill INT,Colo. Via N alter. *9000 - MRA	*Hudson INT,Colo. Via N alter.	7500
Hudson INT,Colo. Via N alter.	Denver,Colo.VOR Via N alter.	7500

Section 610.6007 VOR Civil Airway 7 is amended by adding:

FROM	TO	MEA
Evergreen,Ala. VOR *8000 - MCA Pine Apple INT, N-bound	*Pine Apple INT, Ala.	1800
Pine Apple INT, Ala. *2600 - MOCA	Birmingham,Ala. VOR	*8500
Birmingham,Ala. VOR	Muscle Shoals,Ala. VOR	2500
Muscle Shoals, Ala. VOR	Graham,Tenn.VOR	2500

Section 610.6008 VOR Civil Airway 8 is amended by adding:

FROM	TO	MEA
Kremmling,Colo. VOR Via S alter.	Grand Junction, Colo.VOR Via S alter.	14000

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Haslet INT,Tex. Via N alter. *2600 - MRA **1900 - MOCA	*Roanoke INT,Tex. Via N alter.	**2600
Roanoke INT,Tex. Via N alter. *3900 - MRA **1900 - MOCA	*Lewisville INT,Tex. Via N alter.	**3900
Lewisville INT, Tex. Via N alter. *1700 - MOCA	Little Elm INT,Tex. Via N alter.	*4900
Little Elm INT, Tex. Via N alter. *5700 - MRA **2100 - MOCA	*McKinney INT,Tex. Via N alter.	**5700

Section 610.6017 VOR Civil Airway 17 is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	Austin,Tex.VOR	3000
Spring Branch INT,Tex. Via W alter.	Austin,Tex.VOR Via W alter.	3000
*Mill INT,Tex. Via W alter. *3500 - MRA	Mineral Wells,Tex.VOR Via W alter.	2400

Section 610.6019 VOR Civil Airway 19 is amended to read in part:

FROM	TO	MEA
Kiowa,Colo.VOR *8000 - MRA	*State Line INT, Wyo.	8000
State Line INT, Wyo.	Cheyenne,Wyo.VOR	7300

Section 610.6020 VOR Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Spartanburg,S.C. VOR	*Mooresville INT, N.C.	2500

Section 610.6027 VOR Civil Airway 27 is amended to delete:

FROM	TO	MEA
Salinas,Calif. VOR Via E alter. *4000 - MCA Agnew VOR, SE-bound	*Agnew,Calif.VOR Via E alter.	6000
Ames INT,Calif. Via E alter.	Agnew,Calif.VOR Via E alter. NW-bound only	3000
Agnew,Calif.VOR Via E alter.	Oakland,Calif.VOR Via E alter.	3000
Oakland,Calif. VOR Via E alter.	Point Reyes,Calif. VOR Via E alter.	5000

Section 610.6037 VOR Civil Airway 37 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C. VOR *2700 - MRA **2300 - MOCA	*Mooresville INT, N.C.	**2700
Mooresville INT, N.C. *3300 - MOCA	Elkin INT,N.C.	*6000
Elkin INT,N.C.	Pulaski,Va.VOR	5600

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Joliet,Ill.VOR *2500 - MRA	*Manteno INT,Ill.	2000
Manteno INT,Ill.	Peotone,Ill.VOR	2000

Section 610.6047 VOR Civil Airway 47 is amended to read in part:

FROM	TO	MEA
Cincinnati,Ohio VOR	Englewood INT,Ohio VOR	2300
Hamilton INT,Ohio	Cincinnati,Ohio VOR S-bound only	2300
Englewood INT, Ohio	Dayton,Ohio VOR	2300
Cincinnati,Ohio VOR Via W alter.	Englewood INT,Ohio Via W alter.	2500
Englewood INT, Ohio Via W alter.	Dayton,Ohio VOR Via W alter.	2300

Section 610.6062 VOR Civil Airway 62 is amended to read in part:

FROM	TO	MEA
*Pleasant Hill INT,N.Mex. *15500 - MRA **5400 - MOCA	Farwell INT,Tex.	**13000

(6 Mar 1957)

Section 610.6066 VOR Civil Airway 66 is amended to read in part:

FROM	TO	MEA
*Prosper INT, Tex.	**McKinney INT, Tex.	***2900

*2900 - MRA
**5700 - MRA
***2100 - MOCA

McKinney INT,Tex.	Princeton INT, Tex.	*2900

*2100 - MOCA

Section 610.6069 VOR Civil Airway 69 is amended to read in part:

FROM	TO	MEA
Joliet,Ill.VOR	Big Run INT,Ill.	2000
Big Run INT,Ill.	Chicago(Midway), Ill. TVOR	2100

Section 610.6081 VOR Civil Airway 81 is amended by adding:

FROM	TO	MEA
Amarillo,Tex.VOR	Dalhart,Tex.VOR	5300
Dalhart,Tex.VOR	Purgatoire INT, Colo.	*10000

*8900 - MOCA

Purgatoire INT, Colo.	Pueblo,Colo.VOR	7500
Amarillo,Tex.VOR Via E alter.	Dalhart,Tex.VOR Via E alter.	5200

Section 610.6089 VOR Civil Airway 89 is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR Via E alter.	*Hudson INT,Colo. Via E alter.	7500

*9000 - MRA

Hudson INT,Colo. Via E alter.	Gill INT,Colo. Via E alter.	7500

Section 610.6107 VOR Civil Airway 107 is amended to read in part:

FROM	TO	MEA
Long Beach,Calif. VOR	Hermosa INT,Calif.	2000
Hermosa INT, Calif.	*Pt.Dume INT,Calif.	3000

*4000 - MCA Pt. Dume INT, N-bound

Section 610.6114 VOR Civil Airway 114 is amended to delete:

FROM	TO	MEA
Pueblo,Colo.VOR	Purgatoire INT, Colo.	7500
Purgatoire INT, Colo.	Dalhart,Tex.VOR	*10000

*8900 - MOCA

Dalhart,Tex.VOR	Amarillo,Tex.VOR	5300
Dalhart,Tex.VOR Via N alter.	Amarillo,Tex.VOR Via N alter.	5200

Section 610.6123 VOR Civil Airway 123 is amended by adding:

FROM	TO	MEA
Washington,D.C. TVOR	Baltimore,Md.LFR	1600

VOR Civil Airway 123 - cont'd.

FROM	TO	MEA
Baltimore,Md.LFR	Essex INT,Md.	1600
Essex INT,Md.	Port Deposit INT, Md.	2000
Port Deposit INT, Md.	Woodstown,N.J.VOR	1600

Section 610.6137 VOR Civil Airway 137 is amended by adding:

FROM	TO	MEA
Salinas,Calif. VOR	*Agnew,Calif.VOR	6000

*4000 - MCA Agnew VOR, SE-bound

Ames INT,Calif.	Agnew,Calif.VOR NW-bound only	3000
Agnew,Calif.VOR	Oakland,Calif.VOR	3000
Oakland,Calif. VOR	Point Reyes,Calif. VOR	5000
Point Reyes,Calif. VOR	Bodega INT,Calif.	5000
Bodega INT,Calif.	Ukiah,Calif.VOR	6000

Section 610.6137 VOR Civil Airway 137 is amended to read in part:

FROM	TO	MEA
McKettrick INT, Calif.	*Coalinga,Calif.VOR	6000

*5000 - MCA Coalinga VOR, NW-bound

Section 610.6138 VOR Civil Airway 138 is amended to read in part:

FROM	TO	MEA
Cheyenne,Wyo.VOR Via S alter.	*State Line INT,Wyo. Via S alter.	7300

*8000 - MRA

State Line INT, Wyo. Via S alter.	Sidney,Nebr.VOR Via S alter.	7300

Section 610.6143 VOR Civil Airway 143 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C. VOR Via W alter.	*Mooresville INT, N.C. Via W alter.	**2700

*2700 - MRA
**2300 - MOCA

Section 610.6161 VOR Civil Airway 161 is amended to read in part:

FROM	TO	MEA
Ft.Worth(Carter), ILS loc.	*Roanoke INT,Tex.	**2000

*2600 - MRA
**1900 - MOCA

Roanoke INT,Tex.	Justin INT,Tex.	*2000

*1900 - MOCA

Section 610.6171 VOR Civil Airway 171 is amended to read in part:

FROM	TO	MEA
Peotone,Ill.VOR	*Manteno INT,Ill.	2000

*2500 - MRA

Manteno INT,Ill.	Joliet,Ill.VOR	2000

Section 610.6191 VOR Civil Airway 191 is amended to read in part:

FROM	TO	MEA
Chicago(O'Hare), Ill. TVOR	Taylor INT,Wis.	*3000

*2000 - MOCA

Section 610.6207 VOR Civil Airway 207 is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR	*Hudson INT,Colo.	7500

*9000 - MRA

Hudson INT,Colo.	Gill INT,Colo.	7500

Section 610.6209 VOR Civil Airway 209 is amended to read in part:

FROM	TO	MEA
Long Beach,Calif. VOR	Hermosa INT,Calif.	2000
Hermosa INT, Calif.	*Pt.Dume INT,Calif.	3000

*4000 - MCA Pt.Dume INT, N-bound

Section 610.6222 VOR Civil Airway 222 is amended to read in part:

FROM	TO	MEA
Round Top INT, Tex.	Sealy INT,Tex.	*3500

*1700 - MOCA

is amended to read:

FROM	TO	MEA
Riverdale,Md. LF/RBN	Westminster,Md. VOR	2800
Westminster,Md. VOR	Pottstown,Pa.VOR	2100
Pottstown,Pa.VOR	Captain INT,Pa.	2000
Captain INT,Pa.	Caldwell,N.J.VOR	2500

Section 610.6257 VOR Civil Airway 257 is added to read:

FROM	TO	MEA
Delta,Utah VOR	Ogden,Utah VOR	13000

Section 610.6262 VOR Civil Airway 262 is amended to read in part:

FROM	TO	MEA
Joliet,Ill.VOR	Big Run INT,Ill.	2000
Big Run INT,Ill.	Chicago (Midway), Ill. TVOR	2100

Section 610.6265 VOR Civil Airway 265 is added to read:

FROM	TO	MEA
Riverdale,Md. LF/RBN	Westminster,Md. VOR	2800
Westminster,Md. VOR	Harrisburg,Pa.VOR	3000

Section 610.6268 VOR Civil Airway 268 is added to read:

FROM	TO	MEA
Keymar INT,Md.	Westminster,Md.VOR	3000
Westminster,Md. VOR	Baltimore,Md.VOR	2100

(SEE CHART PAGE 34)

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

TROY, ILLINOIS VOR SHUTDOWN: On or about February 18, 1957, the Troy, Ill. VOR will be shut down for modernization for a period of **approximately one month.** During the interim period, the following MEA's can be utilized:

When route of flight includes changing to any airway with a higher MEA, flight will be cleared to higher MEA prior to crossing intersection so that intersection will be received to enable pilot to make turn.

Airways, alternate airways and intersections formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

Air carriers should check to determine need to request any direct routes using combination facilities if they desire lower altitudes or require added transitions to approach procedures.

FROM	TO	MEA
VOR Civil Airway V4		
St. Louis, Mo. VOR	Int R100 STL and R235 VLA (Troy Int Temp)	2100
Int R100 STL and R235 VLA (Troy Int Temp)	Centralia, Ill. VOR	2000
VOR Civil Airway V72		
Int R100 STL and R235 VLA (Troy Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V12, V14		
St. Louis, Mo. VOR	*Int R072 STL and R187 SPI (Prairie Int Temp)	2000
*MRA 4000' (Flag)		
Int R072 STL and R187 SPI (Prairie Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V69		
Springfield, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	3000
*MRA 3000'		
Int R187 SPI and R269 VLA (Gillespie Int Temp)	*Int R187 SPI and R072 STL (Prairie Int Temp)	4000
*MRA 4000' (Flag)		
VOR Civil Airway V191		
St. Louis, Mo. VOR	*Int R165 STL and R276 ENL (Meramec Int Temp)	2000
*MRA 4000' (Flag)		
Int R165 STL and R276 ENL (Meramec Int Temp)	*Crystal City, Mo. Int	2500
*MRA 3000' (Flag)		
DIRECT ROUTES		
Vandalia, Ill., VOR	Roberts, Ill. VOR	4000
St. Louis, Mo. LFR	Int R186 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	2100
Int R187 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	Int R265 SCT and R191 HUF (Carlisle Int Temp)	3100
Int R265 SCT and R191 HUF (Carlisle Int Temp)	Scotland, Ind. VOR	2000
St. Louis, Mo. VOR	Scotland, Ind. VOR	6000
VOR Civil Airway V186		
Vandalia, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	2000
*MRA 3000' (Flag)		

NEW YORK AREA CONTROL CENTER AIREP EXEMPTION PROCEDURES: Effective March 1, 1957, the New York Area Control Center will effect AIREP exemption procedures for designated acft within the confines of the New York Ocean boundaries as outlined in ICAO Doc 7030 Par 2, 3, 5. Acft so designated will be advised by transmission of following message from the New York Center: "(Acft Ident) AIREP Exempt New York Oceanic Area."

✓ JACKSONVILLE CENTER-TAMPA RAPCON CONTROL AREA AND FLIGHT ADVISORY BOUNDARY REVISION: Effective 0001E, April 11, 1957, revise the Jacksonville Center-Tampa RAPCON Control Area and Flight Advisory boundaries from point of existing TPA-JAX bndry at 28-28N, 82-00W; northward along the 82-00W meridian to 29-42N, 82-00W; thence westward direct to 29-42N, 82-04W; thence northward direct to 29-56N, 82-04W; thence westward direct to 29-56N, 82-40.50W; thence southerly along the 82-40.50W meridian to the junction with V159 thence in accordance with the presently defined Tampa Area.

✓ CONTROL AND FLIGHT ADVISORY BOUNDARY CHANGES: Effective January 10, 1957, the following Control and Flight Advisory Boundary changes are as follows:

MEMPHIS AND FORT WORTH ARTCS - from 33-30-00, 93-33-00 to 33-01-00, 93-05-00 to 32-55-30, 92-56-30 to 32-41-00, 92-26-00 to 32-34-00, 92-30-00.

FORT WORTH, ALBUQUERQUE AND EL PASO ARTCS - from 33-41-00, 100-46-30 to 33-36-15, 100-57-30 to 33-28-00, 101-00-00 to 32-28-00, 100-37-00.

FORT WORTH, SAN ANTONIO AND EL PASO ARTCS - from 31-15-30, 97-29-00 to (excluding Restricted Areas R219 and R343) 31-21-45, 98-22-45 to 31-27-30, 98-32-30 to 31-52-30, 99-43-30.

✓ RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective March 15, 1957:

(Part 608 - Restricted Area - Amendment 189)

In Section 608.43, the Wilmington, Ohio area (R-109), amended on October 31, 1951 in 16 F.R. 11066, is further amended by changing the "Description by Geographical Coordinates" column to read: "beginning at lat 38-48-30, long. 83-02-00; thence West to lat 38-48-30, longitude 83-15-00; thence NW to latitude 39-06-30, long. 84-00-00; thence N to lat 39-20-00, long. 84-00-00; thence NE to lat 39-31-00, long. 83-32-45; thence E to lat 39-41-30, long. 83-15-00; thence SE to lat 39-30-00, long. 83-01-30; thence S to the point of beginning".

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are designated or redesignated and shall become effective March 14, 1957: (See also page 5)

DESIGNATE:

(1) FABIUS, N.Y. (VHF) INTSXN - the intsxn of the 149°T radial of the Syracuse, N.Y VOR and the 013°T radial of the Binghamton, N.Y. VOR.

(2) HARBOR, WIS. (VHF) INTSXN - the intsxn of the 107°T radial of the Milwaukee, Wis. VOR and the N (back) course of the Milwaukee, Wis. ILS lclzr.

REDESIGNATE:

LAKE PARK, WIS. (VHF) INTSXN - the intsxn of the 098°T radial of the Milwaukee, Wis. VOR and the N (back) course of the Milwaukee, Wis. ILS lclzr.

➡ (See also page 5)

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding pattern is designated and shall become effective March 14, 1957:

FABIUS, N.Y (VHF) INTSXN - direction of holding - SE on the 149°T radial of the Syracuse, N.Y. VOR; direction of turns - LEFT; time - 2 minutes; minimum altitude - 4500'.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are revised or designated and shall become effective April 11, 1957:

REVISE:

(1) Add 2500' minimum holding altitude at Utica, Hanover, Ashley, Newark and Marysville intsxns. 3000' minimum holding altitude at Butler, Pa. Rbn.

DESIGNATE:

(1) BRAZOS, TEX. (VHF) INTSXN - direction of holding - NW on the 330°T radial of the Waco, Tex. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 1900'.

(2) GORDON, IND. (VHF) INTSXN - direction of holding - W on the W course of the South Bend, Ind. ILS lclzr; direction of turns - RIGHT; time - one minute.

(3) LEESVILLE, N.C. (VHF) INTSXN - direction of holding - NE on the NE (back) course of the Raleigh, N. C. ILS lclzr; direction of turns - RIGHT; time - one minute; minimum altitude - 1500'.

(4) SOUTH BEND, IND ILS/LOM - direction of holding - E on the ILS lclzr; direction of turns - RIGHT; time - one minute.

(5) SOUTH BEND, IND. VOR - direction of holding - N on the 360°T radial; direction of turns - RIGHT; time - one minute.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are maded from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

FCC AIRCRAFT RADIO STATION LICENCES: The Federal Communications Commission calls attention to the fact that all radio transmitters used aboard civil aircraft must be licenced by the FCC and that the station licence must be carried aboard the aircraft at all times. Application for renewal of expiring or expired licences should be submitted on FCC Form 404. Copies of this form may be obtained from the FCC, Washington 25, D. C., or from any FCC field office.

MINIMUM EN ROUTE ALTITUDES: Effective February 28, 1957 and until further advised the following min en route alts are established as follows:

V-19, Harrington Ranch Intsxn, N. Mex. to Truth or Consequences, N. Mex. VOR - MEA 13,000'; MOCA 10,000'; MRA at Harrington Ranch Intsxn, 13,000'. Also MRA at Harrington Ranch Intsxn is 13,000' on V-16 and V-66.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

SKH	Salina, Kansas, Schilling AFB (Name change from Smoky Hill AFB - Mar 16)
VOA	Viola, Kans. REP (Change from VIO March 15)

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outer marker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 23 - Little Rock, Ark. Correct CAA telephone number to read: FRanklin 5-3260.

(2) Page 24 - Topeka, Kansas. Correct WB telephone number to read: 2-7281*

(3) Page 29 - Little Rock, Ark. Correct ASDO telephone number to read: FRanklin 2-3910.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Beaumont	San Antonio	WAC 409
Birmingham	Atlanta Local	WAC 410
Little Rock	Miami Local	WAC 466
Mobile	WAC 357	WAC 525
New Orleans		

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Cincinnati	2-18-57	Winston-Salem	2-21-57	WAC 307	2-21-57
Cleveland	2-18-57	Dayton Local	2-21-57	WAC 360	2-12-57
Huntington	2-12-57	WAC 306	2-18-57	RC 2211	2-18-57
				3094	2-18-57

Instrument Flight Charts
released since February 11, 1957

RF Terminal Area - Cincinnati, Dayton, New York
RF-VOR Terminal Area - Cincinnati, Indianapolis, Louisville, New York
RF Dates of Latest Prints

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° have bends and roughness out of tolerance. About March 18, VOR will be shut down until approx May 21. (2-26)

BESSEMER-DURHAM ARPT: Caution - auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg, test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun Arpt. (12-14)

BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)

**DEMOPOLIS ARPT: Delete "(PC)" prefix. (2-1)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN, MIDDLETON, 20 MSY-ATL: ARPT: Rnwy and threshold lgts inop. (2-6)

**HEADLAND ARPT: Permanently closed. (2-19)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.

ALABAMA: MONTGOMERY-SPECIAL NOTICE: All acft operg in Montgomery-Maxwell area should avoid Maxwell AFB and Dannelly Fld control zones unless in contact with and cleared by the appropriate twr. Extensive flying engaged in at both arpts including practice instr apchs and simulated "flame-outs" by jets from 6500' to Dannelly Fld. (1-22)

★MONTGOMERY-DANNELLY FLD-TWR: Correct alt over OM: 1700' MSL. (2-28) FLD: ** E/W rnwy const finished - 8000' now avail. Entire E/W taxiway now avail. Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

★CASA GRANDE-RADIO: Feb 25, VOR cmsnd Freq: 115.1 mc. Ident: CZG. Lctd: lat 32-53-11, long. 111-54-24. Elev. 1320' MSL. Controlled from Gila Bend ATCS. Monitor category (3). Class: VORW (2-25)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quatermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

GRAND CANYON (S. RIM) ARPT: Due weather conditions, clsd until April 1. (12-26)

PHOENIX-PARADISE ARPT: Open on racing days only (2-2)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or a ft rqrg use of after burners for take-off, xcpt prior permission arpt manager (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THNUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off airway to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

**TUCSON-GILPIN ARPT: Arpt permanently clsd. (1-15)

VALLE-RADIO: About April 20, VOR will be cmsnd. Freq: 115.2 mc. Ident: VLE. Lctd lat 35-37-00, long. 112-09-30. Elev: 6000' MSL. Class: VORW. (3-1)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

**YUMA-VINCENT AFB: Formerly carried as YUMA-County. (2-12)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to hvy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: FLIPPIN-RADIO: Feb 12, VOR shut down until approx April 16. (2-12)

HARRISON ARPT: Fld clsd ngts.

LITTLE ROCK-RADIO: Feb 25, Keo FM on SE crs of LFR shut down until approx March 11. (2-25)

**MOUNTAIN HOME-LAHAR FLD: New arpt reported: Type "L"; lat 36-19, long. 92-25; lctd 2 mi SW; elev 900'; 1 rnwy; longest rnwy and surface 2350' turf; 80/87 oct gas; remarks - unattended. (9-12)

**PARIS ARPT: Abandoned. (12-6)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. VOR shut down until approx March 28 - relctd lat 33-30-50, long. 94-04-20. VOR flgts authorized to use TXK LFR in lieu of VOR. (1-3)

CALIFORNIA: **ATWOOD ARPT: Abandoned. (1-18)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)

CALIFORNIA: BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

★BURBANK-RADIO: Trans and rcvr 121.5 mc cmsnd. (2-26)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CONCORD-BUCHANAN ARPT: Tfc pat alt is 800' indicated. (2-19)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 28 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Clsd. (8-30)

DONNER SUMMIT-RADIO: About Mar 15, H fac freq will be changed to 375 kc. (3-1)

★EDWARDS AFB-RADIO: USAF VOR class: VORW. (2-27)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 3500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equipment both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

**INDEPENDENCE-INYO COUNTY ARPT: Abandoned. (1-2)

KLAMATH-McBETH ARPT: Clsd. (6-13)

**LA MESA-SWEETWATER ARPT: Abandoned. (1-5)

**LIVERMORE-DOW ARPT: Permanently clsd - land diverted to farming. (12-19)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of field. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR and LF combined. (2-1)

★LOS ANGELES-RADIO: Freq 125.1, 125.9 mc change listing to ARTC Center. (2-18) VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or btwn LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

LOS ANGELES-SAN FERNANDO VALLEY ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

(5 Mar 1957)

CALIFORNIA: OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications durg IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 200°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of ldg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before ldng. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3, 4, & 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000';200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000;350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTN'L ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and ldgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000';235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000';44°-49°, 17 n mi at 7000';49°-90°, 26 n mi at 7000'; 90°-130°, 45 n mi at 7000';130°-145°, 26 n mi at 7000';145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000';180°-225°, 43 n mi at 7000';225°-300°, 43 n mi at 5000';300°-20°, 43 n mi at 7000'.

**SAN ARDO #2 ARPT: ABANDONED. (12-28)

SAN CARLOS-SAN MATEO COUNTY ARPT: Mound of dirt adj taxiway at N end has barricades and lgtd with flares. (1-18)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°to 330°.

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

★SAN DIEGO-MIRAMAR NAS-RADIO: H fac class changed: H. (2-19)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTN'L ARPT: 130'high pile-driver lctd 2000' W of term bldg-mrkd day and night. (2-13)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN MARCOS-McCORMICK ARPT: Clsd to public. Now private arpt. Land at own risk.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000';30°-45°, 35 n mi at 9000';80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

CALIFORNIA: SANTA MONICA-RADIO: TVOR radials 050°,070°-210°.

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during night use of field due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 320° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-055° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 195° thru S and W to 305° over water not checked.

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

**VACAVILLE-NUT TREE ARPT: New arpt; Type "P"; lat 38-22, long 121-59; lctd 1 mi NE; elev 112 ; 1 rnwy 1900' x 50' paved with road mix; Unicom;80/87 octane gas;remarks - right tfc rnwy 19; oper daylight hrs. (12-28)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lights, BL4; fuel, F2.

COLORADO: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk.

COLORADO SPRINGS-PEERSON FLD: Caution-ldng acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber light in segmented circle denotes right hand tfc. 2-way rdo rqrd. (9-12)

★GRAND JUNCTION-RADIO: Feb 21, trans 122.2 mc emsnd.

PUEBLO MEMORIAL ARPT - SPECIAL NOTICE: Ordnance depot 6.8 n mi ENE at lat 38-20-00, long 104-22-14 conducting demolition work days. (2-7)

★SIMLA-SPECIAL NOTICE: Effect. 0001 FST March 14, Caution Area C-455 re-established as follows: Beginning at lat 39-25-30, long 103-53-30; to 38-59-15, 103-45-30; to 38-55-45, 104-04-00; 39-22-00, 104-12-00, to point of beginning. (12-4)

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

**HARTFORD-BRAINARD FLD: Add prefix "(PC)". (2-20) Dike apch lgts to rnwys 2, 20, 23 resume normal opern. Other section of dike unlighted. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (12-27) Fld will close as of midnight, March 31, 1957, due to lack of operg funds. (2-28)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until June 1. (11-5)

WILTON-RADIO: VOR has minor bends in SW quad out of 17 n mi. DME coverage 270°-285°, 35 n mi at 5000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

**WINDSOR LOCKS-BRADLEY ARPT: 2-way rdo rqrd unless prior authorization rcvd.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.

**NEW CASTLE-BIGGS ARPT: ABANDONED for real estate. (1-17)

**NEW CASTLE-PIASECKI ARPT: Formerly carried as Bellanca. (7-5) Sod strips clsd - rough. Use rnwy and taxi strip only. (5-22)

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (9-9)

DISTRICT OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Key Bridge at Dalecarlia, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5°S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

DIST. OF COLUMBIA: WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and navy acft taxi to MATS term N of Admin Bldg. Apch to rnwy 36 will be cleared during IFR conditions and ngt operns. 90' pile driver operg on apch end rnwy 36. (7-20) Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. (6-20) Slopeline apch lgtg sys serving rnwy 36 decmsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions. (12-19)

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BREWSTER-SPECIAL NOTICE: 200' (346'MSL) lgtd steel stack being erected 1.3 n mi E.

**CLEWISTON-AIRGLADES STATE ARPT: Unattended-no lgts or services. Unicom discontd.

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3). LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAs remain as charted. (1-22)

**CROSS CITY ARPT: 205'(316' MSL) lgtd twr erected 20.2 n mi E (93°T) at lat 29-37-45, long. 82-42-49. (2-12)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-CECIL NAS-RADIO: Navy VOR unreliable. (2-12)

**JACKSONVILLE-HERLONG ARPT: 205' (287'MSL) lgtd twr erected 8.6 n mi W (283°T) at lat 30-18-30, long. 81-58-05. (2-18)

**JACKSONVILLE-IMESON ARPT: Rnwy 18L-36R perm clsd. (2-6) 996' (1000' MSL) lgtd twr being erected 6.0 n mi S (187°T) at lat 30-19-22, long. 81-38-34. (2-14)

**KEY WEST-INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rotating arpt bcn operg sunset-sunrise. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. All other rnwys permanently clsd. Caution - const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

**LAKE CITY MUN ARPT: 205' (315'MSL) lgtd twr erected 20.8 n mi WSW (259°T) at lat 30-07-00, long. 82-57-36. (2-12)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

**MELBOURNE, BCN SITE 16, MIA-ATL: City of Melbourne, Fla now operg bcn. (2-15)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types; when surface wind is less than

FLORIDA: 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Takeoffs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Men and equip working 400' S of rnwy 9L-27R constructing parallel taxiway. (11-20)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO APRT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8) 205' (250' MSL) lgtd twr being erected 23.5 n mi E (101°T) at lat 30-08-08, long.85-14-34.

*PINECASTLE-SPECIAL NOTICE: Effect. Mar 14, Controlling Agency R-165 and R-340 will be changed to: Commander, Fleet Air, Jacksonville, Fla. (1-15)

*SANFORD NAS-RADIO: Navy H fac freq changed to 296 kc. (2-27)

STARKE-CONWAY ARPT: Clsd until Mar 27 due hazardous rdo twr. (2-27)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150° (6-23)

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or ramin above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lndgs. Caution unmrked obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported. 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct gas; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY RADIO: About Mar 18, VOR will be shut down until approx May 20. (3-1) During VOR shutdown flights cleared on V-arwys shall use direct courses between Albany LF range and next VOR fix. MEA V-35 Tallahassee-Albany 1600'; other MEAs as charted. Red Dog Int unusable. Acft equipped VOR only require MEA 4000' on V-35 Tallahassee-Macon; 10,000' on V-97 Atlanta-Albany. V-159 Albany-Cross City, Florida unusable.

ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.(11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3) About Mar 18, VOR will be shut down until approx Apr 8 - modernization. (2-8) During modification shutdown VOR flights are authorized to use the Alma LFR in lieu of the VOR on all airway segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta, radial 215°usable at Dublin Int MRA 5000'. Augusta 170° radial usable at Lott's Int, MRA 5000'. (2-21)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courese 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. (3-6) Rnwys 33R-15L and 27R-9L clsd. (2-1)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

GEORGIA: ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac such durg such use.

**SWAINSBORO-LINDSEY ARPT: ABANDONED. (12-7)

SWAINSBORO-THOMPSON ARPT: Closed - new runway under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: ★BOISE-RADIO: Trans and rcvr 348.6 mc cmsnd. (2-25)

★BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) Trans and rcvr 348.6 mc cmsnd. (3-1)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

**CENTERVILLE ARPT: ABANDONED - no longer usable. (1-30)

**JEROME, BCN SITE 18, SLC-PDT: Bcn changed to 12 rpm. (2-12)

JEROME-COUNTY ARPT: Clsd due thawing conditions. Field muddy. (2-24)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inoperative. (6-29)

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage limited to 36 n miles MEA from 265° clockwise to 30°.

**CARMI-REBSTOCK ARPT: New arpt: Type "L"; lat 38-06, long. 88-09; lctd 1 mi NE; elev 372'; 1 rnwy; longest rnwy & facs 25; 80 oct gas; remarks - unattended. (10-10)

CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, heavy local traffic Mon-Sat. Use caution while in area. (1-15)

CHICAGO AREA-SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be required to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Illinois. (3-1)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

★CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 21, trans & rcvr 352.0 mc lctd Bradford, Illinois peripheral site cmsnd.

**CHICAGO-ELMHURST ARPT: Closed - land use changed. (4-2)

**CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. Hrs of operns 0600-2200 daily. (1-9) Lndgs and tk-offs prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (2-4)

CHICAGO-MIDWAY ARPT-TOWER: Erratic course indications may be encountered when approaching back course ILS lclzr from the east. Back course not usable. (2-21) TVOR unreliable due to course roughness beyond 20 mi all azimuths, beyond 9 mi. 360°-015°, 190°-200°, 160°-170°, not usable 040° to 050°. (8-24) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acft parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L.

CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution-men and equip. on field. (10-11)

**DECATUR ARPT: Only 80/87 and 90/96 gas available. (2-19)

DIXON ARPT: Under const - open trenches along runway. Lgtg under const. (10-16)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

**GALESBURG ARPT: ABANDONED to aeronautical use. Field marked with X. (2-25)

**GALESBURG MUN ARPT: New arpt reported: lctd 3.5 mi W; 1 paved rnwy(NE/SW) 3800' x 100'; 80 octane gas; attended dawn to dusk. (2-25) Caution-truck on field. (2-25)

GILMAN ARPT: Closed. (10-11)

JOLIET-RADIO: VOR coverage 35 n mi all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)

JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd(965'MSL) lctd 2 mi SE- lgtd. (1-7)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

**LINCOLN ARPT: Reverted to private arpt. (1-11)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted. (11-21)

MACOMB ARPT: Operated on limited status until April 15. (11-29)

**MATTOON-COLES COUNTY MEMORIAL ARPT: 24-hr service avail. with 80,91 and 100 oct fuel. NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-RADIO: VOR/DME shut down until approx Mar 4. (2-27) Durg shutdown following MEA's can be used: V6, V8: Iowa City, Ia VOR to Int IOW 072R and BRL 021R 3400'; Int IOW 072R and BHL 021R to Shabbona, Ill., Int 17,600'(MRA 2500' utilizing Naperville 267R and Janesville 165R); Shabbona, Ill., Int to Naperville, Ill., VOR 2100' Westbound on arwy from Shabbona, Ill., Int climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. Eastbound on arwy from IOW VOR climb to 17,600' prior to crossing Int BRL 021R and IOW 072R. If overflight not anticipated, 3400' can be utilized between Iowa City VOR and Int IOW 072R and BRL 021R. Direct Routes: Iowa City VOR to Moline LFR 2000'; Moline LFR-Naperville LVR 2300'; Moline LFR-Polo VOR 2200'; Burlington VOR-Moline LFR 2300'. (12-18)

MT. VERNON ARPT: Work in progress daylight hrs. NE/SW and E/W rnwys clsd-no lgts available until April 1. (1-2)

**OAKLAWN-HARLEM ARPT: ABANDONED - Land use changed. (2-22)

**OLNEY-ULRICH ARPT: N/S rnwy 3000' x 80' surfaced with hot oil and sand. NE/SW rnwy abandoned. (2-6)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route altitude. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route altitude. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route altitude. (2-21)

QUINCY-RADIO: VOR will be shut down until approx Mar 18. During this period the following MEA's can be used: V116: Excello, Mo., Int(Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn(MCA V52 2600' northwest) 2000'; Quincy rbn (MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn(MCA 2600' V52 northwest) to Burlington VOR 2600'; V50 Kirksville VOR to Quincy rbn 2500'; Quincy rbn (MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000'(MRA 5000'); Elsberry Int to St.Louis VOR 2000'. (2-4)

ROCKFORD-RADIO: About Mar 12, VOR will be cmsnd. Freq: 116.5mc. Ident: RFD. Monitoring category (1). Lctd lat 42-14-60, long. 89-13-16. Class: BVOR. (1-15)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy-days. (7-7)

ILLINOIS: **SAVANNA-STRANSDALE ARPT: Type changed to "L". Unattended. (1-25)
TROY-RADIO: About March 4, VOR shut down until approx April 14, modernization. During shutdown MEA's that can be used will be found on page 8.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
BLUFFTON-MILLER ARPT: 225' (1067' MSL) lgtd twr being erected 8.0 n mi WSW (252°T) at lat 40-40-30, long. 85-25-30. (2-18)
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) About March 15, two 400' (794' MSL) lgtd concrete chimneys will be erected 12 n mi ESE (130°T) at lat 37-54-47, long. 87-19-55. (2-23)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time or arrival. 225' (995' MSL) lgtd twr being erected 6.7 n mi W (275°T) at lat 40-59-10, long. 85-20-40. (2-18)
GARY MUN ARPT: Pole-line lctd approx 0.9 n mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Clsd - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
**HUNTINGTON-SCOTT RANCH ARPT: New arpt: Type "P"; lat 40-47, long. 85-27; lctd 6 mi SSE; elev 816'; 2 rnwys; longest rnwy & facs 22-L4; F2 fuel. (12-13)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)
**INDIANAPOLIS-WEIR COOK ARPT: Left and rgt tfc pat. Use rnwys and taxiways only. FEE for acft wt excess of 110,000 lbs. Lndg FEE for multi-engine acft. Longest runway 5141'. Arpt controllable wind-tee cmsnd at ctr of fld. All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)
**LAFAYETTE-PURDUE UNIVERSITY ARPT: Formerly carried under West Lafayette.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MARION ARPT: 150' (998' MSL) unlgtd twr being erected 2.0 n mi NE (54°T) at lat 40-30-56, long. 85-38-33. (2-18)
RUSHVILLE-HOWELL BROTHERS ARPT: About Mar 20, 200' (1327' MSL) lgtd twr will be erected 6.8 n mi ENE (83°T) at lat 39-36-48, long. 85-17-30. (3-1)
SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat: 39-34-40, long. 85-48-00; elev: 800'. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N, E, W. (11-5)
SOUTH BEND-ST JOSEPH COUNTY ARPT-TOWER: ILS lclzr back crs flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)
TERRE HAUTE-RADIO: Feb 4, VOR shut down until approx April 4. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000' Terre Haute LFR to Indianapolis VOR 2200', Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to
INDIANA: Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (2-4)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-41-37.
BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)
CLARINDA MUNICIPAL ARPT: About Mar 26, 1367' MSL lgtd twr will be erected 7.2 n mi S (202°T) at lat 40-36-30, long. 95-04-21 and being dismantled approx April 10, (1-28)
DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months. (11-23)
DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area established NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)
**DES MOINES ARPT: Rdo rcvr capable of rcvg twr commun required for all itinerant acft. Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
**NEWTON ARPT: Arpt lctd 1.5 ENE returned to farming. (1-15)
**NEWTON MUN ARPT: New arpt; type "P"; lat 41-41, long. 93-02; lctd 1.7 SE; elev 952'; 2 rnwys; longest rnwy & facs 29-BL4-S5-U; F3 fuel; remarks - p-line SW. Fld soft when wet. (1-15) Fld very soft. Use extreme caution during thaw. (2-11)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
**ROCK RAPIDS-McKISICK ARPT: Abandoned - rnwys plowed up. (1-22)
SHENANDOAH MUN ARPT: About April 6, 1470' MSL lgtd twr will be erected 18 n mi NW (315°T) at lat 40-57-48, long. 95-43-32, and being dismantled approx April 20. (1-28)
SIOUX CITY-SPECIAL NOTICE: Acft testing area boundaries for Sioux City are as follows: W of Amber Arwy #4 and N of Victor Arwy #100 within a radius of 100 mi NW. Inten. jet fighter testing above 20,000'. (2-20)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: ANTHONY-RADIO: Oct 1, VOR shut down until approx Mar 1 - modernization.
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NE/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)
GARDEN CITY-RADIO: VOR has crs bends and roughness of plus or minus 3° may be encountered btwn VOR and crs limit from 185°-125°. (2-9)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (1-21)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped aircraft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above ground. Hvy acft 1000' above gnd.. Caution - men and equipment near rnwys, days. (4-25)
HILL CITY-RADIO: About Mar 1, VOR/DME will be shut down until approx April 12, modernization. (2-25) For temp. MEAs during shutdown see page 26.
KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi btwn 2500' and 5500' MSL. (4-17)
**LA CYGNE ARPT: 1185' MSL lgtd twr 6 n mi NE (49°T) at lat 38-24-10, long. 94-40-39 dismantled. (2-15)

KANSAS: **LIBERAL ARPT: 329'(3162'MSL) lgtd twr erected 3.2 n mi E(90°T) at lat 37-02-27, long. 100-53-15. (2-18)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL-RADIO: VOR/DME recommissioned March 1.
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
VIOLA-RADIO: About Mar. 15, homing fac ident will be changed from VIO to VOA. (2-28)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18mc-listen 126.1emc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5kc, 122.5mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from station. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky)plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. Jan 30, ASR-3 shut down until approx March 13-relocation. (2-1) FLD: VOR ground rcvr check point, Location #1,(297°) unusable - construction. (1-24) Due to non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Rnwy 1-19 clsd to all acft xcpt locally based National Guard operns oper at own risk; apch lgt sys shut down for rnwy extension. Equipment on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (1-30)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (5-14)
LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1, 1957, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 west along US 190 to the Sabine River near Deweyville; thence north along the Sabine River to Logansport, La; thence along State Highway 38 to Gloster, La; thence along State Highway 171 to Shreveport, La; thence east along the southern boundary of Civil Airway Red 10 to Monroe, La; thence south along US Highway 165 to point of beginning. Altitude: From surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support aircraft. Time of Use: Continuous only under VFR weather conditions. Controlling Agency: Maneuver Director, Camp Polk, La. (2-13)
★BATON ROUGE-RYAN ARPT-TOWER: Delete ILS BC-restricted. (2-22) FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable-const. Soft spots on S half of N/S strip. Use caution when wet. Spots marked with red flags. (5-4)
DE RIDDER-BEAUREGARD PARISH ARPT: 204'(404'MSL) lgtd twr erected 4.0 n mi ENE (81°T) at lat 30-50-24, long. 93-15-17 & being dismantled approx. May 1. (2-14)
HORNBECK-HODGES ARPT: 204'(604'MSL) lgtd twr erected 11 n mi ENE(87°T) at lat 31-22-27, long. 93-10-00 & being dismantled approx. May 1. 162'(502'MSL) lgtd twr erected 19 n mi SE(144°T) at lat 31-06-50, long. 93-10-00 & being dismantled approx May 1.
LONGVILLE ARPT: 204'(304'MSL) lgtd twr erected 2.0 n mi NNW(340°T) at lat 30-37-11, long. 93-13-46 & being dismantled approx May 1. (2-14)
LOUISIANA: MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00(3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000'MSL, V-18 N Shreveport to Monroe 2500'MSL, V-18 Monroe to Jackson, Miss. 1600'MSL, V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NATCHITOCHES ARPT: 204'(304'MSL) lgtd twr erected approx 1.0 n mi NE(56°T) at lat 31-44-07, long. 93-05-19 & being dismantled about May 1. (2-14)
**NEW IBERIA-IBERIA PARISH ARPT: Change prefix to: "N". (2-28) Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U.S. Navy. (2-13)
NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping & bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
RUSTON ARPT: 120'(360'MSL) lgtd twr erected 18.3 n mi W(270°T) at lat 32-48-55, long. 92-35-17 & being dismantled approx. May 1. 204'(504'MSL) lgtd twr erected approx 1.0 n mi WSW(248°T) at lat 32-30-06, long. 92-37-07 & being dismantled about May 1. 162'(462'MSL) lgtd twr erected 16 n mi S(185°T) at lat 32-14-34, long. 93-39-24 & being dismantled approx. May 1. (2-14)
SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to secondary fixes at alts of 6000' or higher and subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar around other air tfc. (2-2)
WELSH ARPT: E/W rnwy closed nights. Beacon inoperative. (7-13)
WINNFIELD-JOYCE ARPT: 162'(462'MSL) lgtd twr erected 19.9 n mi WNW(296°T) at lat 32-06-43, long. 93-00-17 & being dismantled approx. May 1. (2-14)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° & 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
BREWER ARPT: Open to ski operns only. (1-11)
HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. Six contact lgts out on W side rnwy 1 replaced with smoke pots. (2-4)
★LIMESTONE-LORING AFB-RADIO: USAF VHF/DF decmsnd. (2-28)
**MILLINOCKET ARPT: Boundary lgts avail. Ctc lgts avail. rnwy 16-34 only. (1-24) Apron usable but caution advised due broken pavement and soft spots. (10-3) Rnwy 16-34 not plowed during winter months. (12-3)
**NORWAY ARPT: No fuel avail. Unattended. (1-17)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under construction.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33. (11-15)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)
PRINCETON-RADIO: VOR coverage 150,-240°, 35 n mi&290°-30°, 30 n mi at min instr alt.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.
CAMBRIDGE ARPT: Arpt reported-1.5 mi SE;elev 20';lat 38-32-02, long. 76-01-45; services minor repairs;80/87 oct; unicom 122.8 mc; 1 rnwy(NW/SE) 2500' x 100'. (12-10)
CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4mc. LMM freq: 245kc, ident: CS. LOM freq: 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from center line and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)

MARYLAND: GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd- parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-05, services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

**ROCKVILLE CONGRESSIONAL ARPT: Abandoned. (1-7)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

**SALISBURY-DELMARVA ARPT: No fuel or services avail. (1-25) Clsd to all commercial operns. Will oper as private arpt only. Ldgs made with prior permission only. (11-9)

**SALISBURY-WICOMICO CO. ARPT: 130' (207'MSL) lgtd twr erected 8.0 n mi NW (334°T) at lat 38-27-54, long. 75-34-53. (2-14)

WESTMINSTER-RADIO: About Apr 11, VOR will be cmsnd. Freq: 112.0. Ident: EMI. Lctd lat 39-29-42, long. 76-58-44. Elev: 822'MSL. Monitor. category (I). Cltd from Baltimore ATCS. Class: VORW. (3-1)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures; all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: PAR-1 shut down - relctn. (2-20)FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and ldngs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft ldngs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to ldg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys servin rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at 100' intervals on extended rnwy centerline from 42'-1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevailing wea conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft-ctn advised. Until about Apr 26, rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provistons of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or ldng over the houses in the Bayswater Section of Orient Hgts under the conditions existing at the time. (2-27)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnways 13 and 15. (2-6)

MASSACHUSETTS: CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

GARDNER ARPT: Skis only. (12-29)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15. (11-6)

WESTBORO ARPT: Clsd due soft ground. (2-23)

★WORCESTER-RADIO: March 2, ILS glide slope recmsnd. Freq 333.2 mc.

MICHIGAN: ** ANN ARBOR ARPT: Add prefix (PC). (1-16)

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

CLIO-WESPORT ARPT: Clsd to transient acft due spring thaws. (3-1)

**COLDWATER-BRANCH COUNTY ARPT: New NE/SW hard-surfaced lgtd rnwy 3500' X 50'. Taxi strip and ramp area hard-surfaced. Rotating bcn operg during hrs of darkness

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all ldngs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men & equip. on or adj to ramp. (2-25)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L 36R clsd all tfc.

HOUGHTON SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

**HOUGHTON CO. MEMORIAL ARPT: 236' (1173'MSL) lgtd twr erected 5.5 n mi SW (228°T) at lat 47-06-5, long. 88-35-26. (2-15)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Slope angle 2.9° usable only to MM. (2-18) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14 32 clsd; approx 2200' NW end usable, mrkd. (10-29)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of NS rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Construction on field. East/west runway closed. (2-27)

MT. CLEMENS-SELFRIDGE AFB-RADIO: VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: November 15, VOR shut down until approximately April 20. (3-1)

MICHIGAN: MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apch rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S rnwy clsd to night flying. (11-14)
NEWPORT-MARSHALL ARPT: About March 11, 77'(659'MSL) reactor containment vessel & 182' lgtd derrick will be erected 1.8 n mi ENE(85°T) at lat 41-57-36, long 83-15-30. (2-25)
PELLSTON-EMMETT COUNTY ARPT: Rnwy 9-27 closed due heavy snow.
PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line, 43'to 65.5' being constructed 1740' to 3260' W, S, and SE at lat 42-28, long 85-39. Completion date May 1. Not mrkd, painted, or lighted. (2-5)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
**SAULT STE MARIE ARPT: Add prefix "(P)". (2-25) Bcn and strip lights inop. All strips xcpt 9-27 clsd due snow. (12-10)
SAULT STE MARIE-KINROSS AFB ARPT-RADIO: About March 15, LMM freq will be changed to 275 kc. (2-21)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date April, 1958. Not mrkd, painted or lgtd. (2-1)
**BRAINERD ARPT: 100 octane avail. daylight hours. N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld days.
GRAND MARAIS-SPECIAL NOTICE: A temp restricted area (R-187A) effect January 1 thru March 31, 1957, is estabd within the following area: from lat 47-26, long 90-53; lat 47-04, long 90-35; to lat 47-28, long 89-30; to lat 47-50, long 89-48 to point of beginning. Surface to 50,000'. Day and night. This area is to be used only durg VFR wea conditions. Using Agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)
**JACKSON MUN ARPT: March 1, 300'(1735'MSL) lgtd twr erected 1.2 n mi S(180°T) at lat 43-38-00, long 94-59-00. (2-1)
**MINNEAPOLIS-ST. PAUL INTN'L (WOLD CHAMBERLAIN) ARPT: Rgt pat rnwys 4 & 11R. Due to non-visibility twr unable to ctl tfc on 1st 500' apch end 11L & intsxns rnwy 4-22, 11R & associated taxiways. (9-30) Rnwy 8-26 open for daylight use only. (1-25)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontinued - has been converted to 60' taxiway. Rnwy 17 closed night landings. (11-26)
ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: **COLUMBUS-LOWNDES CO. ARPT: Add prefix "(PC)". (1-30)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: About April 8, VOR will be shut down until approx April 29. (2-8) Durg shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 mc unreliable due to excessive interference. (2-14)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000'. (6-20) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved. (11-30)
MERIDIAN-KEY FLD-TOWER: About March 11, ILS glide slope will be shut down until approx July 11. (2-5) FLD: 1st 1500' rnwy 1 clsd-very rough-marked. (5-23)
**STARKVILLE ARPT: Delete (AF) prefix; add prefix (PC). (2-14)
MISSOURI: CHILLICOTHE ARPT: March 1, 1246'MSL lgtd twr erected 32.1 n mi W(277°T) at lat 39-50-07, long 94-11-23, & being dismantled approx March 13. (2-28)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
EXCELSIOR SPRINGS ARPT: Feb. 24, 1209'MSL lgtd twr erected 10 n mi NNE(40°T) at

MISSOURI: lat 39-27-54, long 94-00-02, [illegible]
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
JOPLIN ARPT-RADIO: ILS glide slope shut down until approx March 24, all other components remain in opern. (2-25)
**KAHOKA-MONTGOMERY ARPT: Reverted to private arpt. (1-4)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use. taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909'MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long 94-35. Rdo rcvr required. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mil radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARYVILLE MEMORIAL ARPT: About March 20, 1340'MSL lgtd twr will be erected 7.5 n mi E(112°T) at lat 40-18-24, long 94-45-57, & being dismantled approx April 5. (1-29)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long 90-35 N to lat 38-54, long 90-35 NNW to lat 39-00, long 90-39 W to lat 39-00, long 90-45 S to lat 38-55, long 90-45 ESE to lat 38-51, long 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
**ST. JOSEPH-KING'S EASTSIDE ARPT: New arpt; Type "P"; lat 39-47, long 94-48; lctd 1.5 mi E; elev 1060; 1 rnwy; longest rnwy & facs h22-S3; F2 fuel; remarks - 760' twr approx 1000' E & 3000' S of S end rnwy. (10-26)
ST. LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)
ST. JOSEPH-ROSECRANS MEMORIAL ARPT: About March 6, 1263'MSL lgtd twr will be erected 16.2 n mi NE(57°T) at lat 39-55-21, long 94-37-05, & being dismantled approx April 1. (1-28) About March 15, 1234' MSL lgtd twr will be erected 18.9 n mi SE(154°T) at lat 39-29-01, long 94-43-59, & being dismantled approx March 27. (1-29)
ST LOUIS-RADIO: About March 15, VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (3-4)
**ST. LOUIS-SUBURBAN ARPT: ABANDONED - land use changed. (1-18)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
**VAN BUREN ARPT: ABANDONED - cattle grazing. (1-18)
MONTANA: BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lights inop. (11-27)
HELENA-RADIO: VOR flight-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Current wt restrictions: Rnwy 11-29, 70,000 lbs dual, 50,000 lbs single wheel; rnwy 7-25, 43,000 lbs dual, 35,000 lbs single wheel; rnwy 5-23, 15,000 lbs max. Restrictions subject to change with thawing or freezing conditions. (2-18)
LEWISTOWN-RADIO: VOR flight-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-) LF rng operg as MH fac. (12-19)

MONTANA: MALTA ARPT: NW/SE rnwy clsd winter due snow. (2-8)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E crs LF rng has multiple spread 7° at 35 n mi; W crs has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway clsd.
CHADRON-RADIO: Feb 7, VOR shut down until approx Mar 8 - modernization. During shutdown, the following MEA's can be used: V89, V169, Cheyenne Wyo, VOR to Porter, Wyo. Int 8000'; Porter Int to Int CYS R025 and DGW R076 12,000'; Int CYS R025 and DGW R076 (12,000' S bound) to Rapid City, S. Dak., VOR 9000' (descent to 9000' can be made N bound on V89, V169 after passing Int). V196: Wheatland, Wyo. Int to Int RKR R055 and RAP R175 (descent to 9000' can be made northbound on V89, V169 after passing Int.) 21,000'.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: VOR crs errors up to plus 5° may be found from 100°-120°. (2-28)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.
**ELKO, BCN SITE 41, SFO-SLC: Bcn changed from 24" clear with crs lgts to 36" clear and green. Crs lgts removed. (2-18)
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. btwn Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: Rnwy 3-21 clsd for winter - will not be plowed. Rnwy 30 clsd to ngt operations due outage of lgts on high tension lines E. (12-10)
HINSDALE-BRATTLEBORO ARPT: Clsd. (5-3)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. About Apr 15 will be cmsnd at lat 39-07-29, long. 74-45-55. (3-1)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
✱CALDWELL-WRIGHT ARPT-TOWER: March 5, trans and rcvr 126.18 mc decmsnd.
**MILLVILLE ARPT: Peripheral taxiways permanently clsd. N/S and NE/SW rnwys usable days - not maintd. Low alt maneuvers mil acft VFR days. Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan area.
NEWARK-RADIO: LF rng has strong multiples 3°- 4° SW of SE crs. Light multiples other courses.
NEWARK ARPT-TOWER: About Mar 6, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1 mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5' MSL. Apch bearing: 217°. MM lctd 3547' from apch end of rnwy. Elevation 8' MSL. (2-15) FLD: Clsd to jet, motorless and fighter type aircraft and aircraft over 150,000 lbs. 2-way rdo required. Rotary wing acft operating at terminal, NATCC preferential rnwy system in effect. Unusable landing area rnwy 29 marked with red lights. Earth mound 1250' E of threshold lgts rnwy 29 with obstruction lights 20' high. Hangar construction located 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 marked days and lowered ngts. (1-25)
**NEW BRUNSWICK-HADLEY ARPT: Add prefix (PC). (12-17)
**OCEAN CITY MUN ARPT: Formerly carried as Clarke Field. Enter tfc pat to W. W turns on take-offs. Unattended Sept-May. (5-29)
PRINCETON-NASSAU ARPT: Clsd until March 15. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
**TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for

NEW JERSEY: take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 700' S ctl twr, adj to W taxiway. Clsd to jet propelled acft xcpt with prior permission of arpt manager. Two-way rdo rqrd at all times. FFE - acft over 2500 lbs.

TRENTON-RADIO: TVOR usable dist 026°, 090°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness.

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx Mar 2.

FLD: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. 800' ext to rnwy 16 unlgtd and unusable - men and equip. working in ext area. (12-3)

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Approach Control before entering this zone. Civil freq 126.18 mc. Caution - exten jet operations during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)

★ALBUQUERQUE-RADIO: Feb 25, trans & rcvr 121.5, 243.0 mc cmsnd.

★ALBUQUERQUE-AIR ROUTE TRAFFIC CONTROL CENTER: Trans - rcvs 121.5 mc, 243.0 mc cmsnd. (2-26)

ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS AFB: Heavy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

COLUMBUS, SITE 34, PHX-ELP ARPT: No aviation gasoline avail. until further notice.

CORONA-RADIO: Jan 21, VOR shut down until approx March 1, During this period, the following arwys will not be usable: V-68S Bernardo Int-Corona; V-192 Grants-Bernardo Int; V-68 & 68N Albuquerque-Corona; V-83 Otto-Corona; V-192 Corona-Ima Int; V-68 & 68N Corona-Roswell; V-83 & 83N Corona-Roswell. (2-20)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON-RADIO: About April 20, VOR will be cmsnd. Freq: 115.3 mc. Ident: FMN. Lctd at lat 36-45-00, long. 108-30-54. Elev: 5870' MSL. Class: BVOR. (2-18)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

**GALLUP-SPECIAL NOTICE: Wingate Demolition Area is estab within the following described area and effective Feb 22: bounded on the N by lat 35-38-00; S lat 35-26-00; E by long. 108-36-00; W long 108-38-00. Surface to 10,000' MSL. Time of Use: 0730 to 1600, daily, Mon thru Fri. Activities conducted: heavy demolition of obsolete or hazardous ammunition and components. Controlling Agency: Wingate Odrnance Depot. (12-20)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

**LOVINGTON-LEA CO. ARPT: Arpt now consists of one paved rnwy 4000' x 80' (NE/SW) with 150' turn-arounds each end. 80 oct gas, service by licensed A&E avail. daylgt hours only. (1-24)

OTTO-RADIO: VOR radials usable 26 n mi.

SANTA FE-RADIO: March 5, VOR will be shut down until approx April 5 - modernization. During shutdown, following arwys will be affected: V19 and V190 Grants-Las Vegas - MEA 14,500'; V83 Otto-Santa Fe Int. - MEA 14,500'; Int Otto 334° - Las Vegas 252° radials temp designated as Santa Fe Int. V62 Santa Fe - San Jose Int unusable. (3-4)

TUCUMCARI-RADIO: Soon, VOR will be shut down until approx March 15. During shutdown following arwys will be affected: V-12 ACH-AMA MEA 15,000'. V-12N AMA-ACH, V-60 Conchas Dam - Pleasant Hill Int; V-192 TCC-CNX and School and Field Intsxns on V-62 all unusable. (2-14)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **BATAVIA ARPT: NNW/SSE rnwy permanently closed. (5-1)

BETHPAGE-GRUMMAN ARPT: Hrs of opern: 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD:

NEW YORK: Const equip. and men adj to and on W ramp daily during [illegible]

★BUFFALO-RADIO: DME coverage 40 -110, 39 n mi at min en route alt. (7-6) Trans 122.2 mc cmsnd. (2-27)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern: 0800-2400E, Mon-Sat only. (10-25)

COOPERSTOWN ARPT: Caution - snow on rnwys during winter months. Do not use first 600' of rnwy 23 due const thru Apr. (1-25)

ELMIRA-RADIO: Jan 7, VOR/DME shut down until approx Feb 27 - modernization. (2-15)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have tower open and adequate crash facs. Fuel unavail. transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail. for emerg. use - no snow removal. (11-29)

**HAVERSTRAW, BCN SITE 3, LGA-UL: Reactivated and will be maint by local Civil Air Patrol lctd at Orangeburg, N.Y. (2-22)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50 -75, 17 n mi; 75 -50°, 26 n mi at min en route alt.

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82 -230° have bends.

MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-31)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester County Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apch Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31 L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt., N.J.

**NEW YORK-HELIPORT #1; PIER 41, MANHATTAN: Open daylgt hrs on 1-hour advance notice only. Telephone ALgonquin 5-1000, ext. 666. Restricted to float and skid type helicopters. (2-7)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About Feb 27, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL; OM 1500' MSL. Concurrently with cmsng of ILS, Elmont FM on back course ILS serv rnwy 4, will be decmsnd. FLD: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Clsd to flighter-type acft Clsd mil acft xcpt on offl bus, or flag rank or higher. Clsd to motorless acft. Clsd to jet propelled acft xcpt prior permission of arpt manager. Caution - use paved surfaces only. Rnwy 1L-19R and 7L-25R perm clsd for lndg and take-off, both avail. for taxiing. Rnwy 1R-19L clsd for maintenance, avail taxiing only. (4-2) Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy sys in effect. 185' MSL ctl twr is highest arpt structure. Follow exact centerline when using taxiway CC at road overpass. Caution taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Access to gates 1E-7A via taxi B. Access to gates 8A-25 via taxi C. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - marked. New ext taxiway temp LL from rnwy 13L-31R to taxiway E open for full opern. Marked by delineators. Follow centerline all taxiways. Taxiway D open between CC and rnwy 13L-31R. Ext of taxiway CC connecting taxi J and U opened. Relocated taxi CC between A and Z opened. Taxi O between taxi X and W opened. (10-22) New taxiways temp mrkd by delineators. Unstable shoulder conditions. Follow centerline. (10-25) Temp taxi LL between E and F

NEW YORK opened. Taxi lgts irregularly spaced at taxi F and temp taxi LL. Supplemented with delineators. Taxi M connecting 13R-31L with taxi CC opened. Shoulders unstable. Temp mrkd by delineators. Caution. Follow centerline. (11-30) Soon, a centerline apch lgtg sys serving rnwy 22 will be emsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (11-13)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (9-28) Soon, combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be commissioned. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operns.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Clsd due rnwy repairs. (2-23)

OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)

**PENN YAN ARPT: Add prefix (PC). (12-14)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vncty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43n mi at 5000'.

**ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicated gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) 2-way rdo rqrd. (11-3)

ROME GRIFFISS AFB-RADIO: USAF VHF DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat at 1879' MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)

SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD-TOWER: About Mar 6 ILS glide slope, MM, OM and LOM will be shut down until approx Mar 15 - reletn, to serve rnwy 28 extended. MM will be letd 3403' from end of extended rnwy 28, OM 4.74 mi from end extended rnwy; glide slope 400' NEW YORK- N of centerline and 1000' from end of extended rnwy 28. Alt over OM 1600' MSL; MM 610' MSL. No freq change. (3-1) FLD: Extended rnwy 28 new length 8000'. Old style left hand neon apch lgt lane will be recmsnd concurrent with ILS reletd fac restoration. (2-1) VOR ground rcvr check point unusable. (1-7)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT. Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

**WESTVILLE-COOPERSTOWN-WESTVILLE ARPT: (Formerly carried as Cooperstown-Westville). New arpt reported: Type "P"; lat 42-38, long. 74-53; letd 1 mi W of Westville; elev 1230'; 1 rnwy (sod) 2100' x 150'; lgts avail. by prior permission; minor A&E repairs; 80/87 oct; remarks - 200' over-run S end. (5-26)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **BURGAW ARPT: Deleted per request of Mgr. (2-23)

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

✱CHERRY POINT MCAS-RADIO: Navy VOR emsnd. Freq: 115.4 mc. Ident: NKT. Letd at fld. Lat 34-53-48, long. 76-52-42. Mag var: 5°W. Class: DVOR. (2-12) VOR may have radial error to 9° in 180°-300° sector. (2-12) Arapaho FM on NE course LFR deemsnd. (2-28)

ELIZABETH CITY RADIO: Dec 5, VOR/DME shut down until approx Mar 20 - reletn.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040° 050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)

**GREENSBORO-HIGH POINT ARPT: Centerline hi-intensity apch lgt system serving rnwy 14 commissioned 12-20-56. System extends 3000' from rnwy pavement out into apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Flt checked. (1-24)

HICKORY RADIO: About March 1, 1957, VOR will be emsnd at lat 35-52-19, long. 81-14-19. (11-26) Taylorsville FM will be emsnd on 42° radial; elliptical pattern, ident: dot, dash. Letd lat 35-48-29, long. 81-18-33. (2-25)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25- mi radius. Clsd to all transient civilian acft xcpt on offl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: letn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park Wramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. No fuel, servicing, telephone facilities until after March. (1-10)

MANTEO ARPT: Rnwy lgts inop. (1-30)

**MT HOLLY FLYING SERVICE ARPT: Formerly carried as Mount Holly. Type changed to "P". (10-30)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 175° thru 290° out of tolerance account roughness and bends. (11-1)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-surnise to indicate gnd visibility of less than 2.6 n mi and/ or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

ROCKY MOUNT-RADIO: VOR radials 150°-180° out of tolerance account of roughness and bends. (2-15)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WEEKSVILLE NAF-RADIO: Navy rng voice inop. (1-10)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: 999' (1049' MSL) lgtd twr being erected 16 n mi W (281°T) at lat 34-19-15, long. 78-13-42 (2-21)

NORTH CAROLINA: WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (2-21)

NORTH DAKOTA: FARGO-RADIO: Victor 2 N airwy radial 104° has scalloping in excess of 2°.

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6) Stacks of drainage tile 300' W of rnwy 17-35. (12-12) Ctc lgts for rnwy 3-21 and flood lgts for rnwy 21 inop. (2-28)

**MINOT-PORT O' MINOT ARPT: Unlgtd poles 1900' NW have been removed. (1-17)

**SHEYENNE ARPT: Arpt no longer in opern - land use changed. (1-22)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-Visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only.

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT-TOWER: About Mar 15, mobile gnd tfc ctl freq. 121.9 mc will be changed to 121.7 mc. Class AC(g 7). (2-26) FLD: Due to non-visibility twr unable to ctl single eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxi way. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instr-uctions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900';100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000';310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (6-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxi-ways and runways 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)FLD: Until approx Mar 10, men and equip. working about 500' N rnwy 23R-5L near ILS bldg. Ditching and laying cable for Weather Bureau Office 750' SW parallel rnwy 23R-5L. Flag-ged day and lgtd ngt. (2-18)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

**COLUMBUS-OHIO STATE UNIVERSITY ARPT: Add prefix (PC). (12-14)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multiengine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

★COLUMBUS-PORT COLUMBUS ARPT-TOWER: Feb 26, trans & rcvr 142.02 mc cmsnd. FLD:Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

CLUMUBUS-SULLIVANT AVENUE ARPT: Construction - men and equip on field. (7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course in dication during period of interference.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of

OHIO: arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of const areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for daylgt opern. (1-7)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable be-low 3000', 295°-305°; below 2500', 300°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

**ELYRIA ARPT: CLOSED - land use change. (2-14)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-PEAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13)

**LAKE MILTON-MILTON ARPT: ABANDONED - Land use changed. (2-27)

MANSFIELD-RADIO: VOR has excessive rough. & course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Mod erate rough. from 350°-100°. Moderate to severe rough & bends on V-5, 201° radial; & on V-92, 316° radial. Estab. over stn position by positive To-From ind.

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct gas. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-23, long. 82-42-33.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Const in progress on 550' extension NE end and 950' SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold mrkgs. Areas flagged. 5200' usable. (10-31)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'.

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600';344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000';270°-030° below 3500'.(3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

CLAREMORE-WILL ROGERS FLD: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

**ENID-WOODRING ARPT: Replace (AF) prefix with (N) prefix. (1-30)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

GUYMON ARPT: N/S rnwy closed - due const. Caution - equip. on fld. (10-31)

**NORMAN-WESTHEIMER ARPT: 80, 87, and 100 octane gas avail. (12-14)

NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)

OKLAHOMA: OKLAHOMA CITY-WILL ROGERS ARPT: Excavation of a ditch with obstn approx 8' high, 150' S & across SW/NE rnwy. Obstn mrkd by yellow flags day & obstn lgtd ngt. (2-3)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.

TULSA-RADIO: Feb 18, DME shut down. About Mar 4 VOR will be shut down 0800-1800; Mar 26 will be shut down for relctn to lat 36-11-52, long. 95-47-17. About April 9 VOR/DME will be recmsnd at new site. (2-8)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L day/gt hrs only.

**TULSA-NORTH ARPT: Only N/S hard surface rnwy available - 3000' x 60'. (1-28) Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Suns-drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVER MARSH, SITE 73, RIV-DLS ARPT: Closed. Soft and S end flooded. (12-12)

BEND-STEARNS ARPT: Closed during winter - due snow. (12-7)

CRESCENT LAKE-JUNCTION ARPT: Closed during winter - due snow. (12-7)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

LAKE O' WOODS ARPT: Closed durg winter- due snow. (12-7)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

LAPINE ARPT: Closed durg winter - due snow. (12-7)

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek Area, construc - tion-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000';189°-255°, 35 n mi at 8000';255°-356°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

★PORTLAND INTNL ARPT-TOWER: Effect. March 1, ASR-2 Radar departure control cmsnd. FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd -not day mrkd. (1-29)

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

**SPRINGFIELD ARPT: Add prefix(PC). (12-14) Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.

WALLOWA-SAFFER ARPT: Closed during winter - due snow. (12-7)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHAM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyors stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)

BEAVER FALLS-BEAVER COUNTY ARPT: Caution-N/S rnwy clsd-grading and construc - tion in progress in areas adj to rnwy. Equipment occasionally cross rnwy. Areas mrkd.

BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)

BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy-hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi-due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW-Mon-Fri, 0800-1700. N bndry-lat 40-01-00;S-lat 39-59-30;E-long. 77-47-00;W-long. 77-49-00.

**CHAMBERSBURG-SUNSET ARPT: Permanently closed. (12-3)

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd-const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

GREENVILLE ARPT: Clsd temp until further notice due soft condition of field. (2-18)

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi;310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140, -230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000';210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

LANCASTER-GARDENSPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control Clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed approach procedure for this field. (10-24)

PHILADELPHIA INTN'L ARPT-TOWER: About Mar 15, trans and rcvr 118.1 mc will be decmsnd; concurrently 119.0 mc will be cmsnd as departure ctl freq. (2-19) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 & 9-flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 & 35 on rivers edge-flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24 hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3000' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution-rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PENNSYLVANIA: ★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) Mar 1, trans and rcvr 360.6 mc decmsnd and 363.8 mc cmsnd. (3-1) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER) RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100° 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. (1-5)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230° at MEA.

**THOMASVILLE-YORK ARPT: 4200' Bitumen-surfaced rnwy avail and 3000' Bitumen-surfaced lgtd. Use hard surface. (12-20) Type changed to "P".

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Clsd to transient acft.

**WILLIAMSPORT-LYCOMING CO. ARPT: Formerly carried as WILLIAMSPORT. (10-16)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-engine and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR shut down. During shut down temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable.

CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men and equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current information. (9-21)

FLORENCE-RADIO: VOR radials 125° thru 145°, 220° thru 265° - out of tolerance account roughness and bends. (11-5)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

**LANE, SITE 24, JXE-RIC ARPT: WNW/ESE rnwy permanently clsd. (1-3)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys and taxiways lgtd and open for tfc. Rnwy 17-35, 9500'; rnwy 7-25, 5000'. Ctc MYR for lndg conditions. (11-9)

SOUTH DAKOTA: ★ABERDEEN-RADIO: VOR freq changed from 112.5 mc to 113.0 mc. (2-28)

**ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 26,000 lbs. Use rnwys only. 200' N end rnwy 17-35 clsd all operns.

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-RADIO: Mar 10, VOR will be shut down until approx Apr 21. For temp MEAs see page 26.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

SOUTH DAKOTA: SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W crs of Knoxville rdo rng to the Atomic Energy Prohibited area. Slight deviations to the N of crs in this area often result in in-flight identification and the filing of alleged violations against the pilot.

**BRISTOL-TRI-CITY ARPT: Designated as feeder type arpt. Max gross load limitation 30,000 lbs. (12-17) Rnwy 9-27 slippery when wet. (1-28) Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF rng have moderate to severe multiples. (7-27)

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: Nov 13, ASR shut down. (1-30) ILS glide slope inop.

MEMPHIS-RADIO: About Mar 18, Nesbit FM on S crs LFR will be shut down until approx Mar 29. (2-28)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°; 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA's and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 closed for an indefinite period. Rnwy 2R-20L closed to all traffic as a rnwy - use as a taxiway. (12-28)

SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy field after heavy rains. Pilots use at own risk. White cross markers placed on worst places. (2-19)

TEXAS: ABILENE (NEW) ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. About Apr 8, VOR will be shut down until April 29 - modernization. (2-8) During shutdown VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S. F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point ngts. (10-4)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About Mar 15, ILS will be cmsnd. Lclzr freq 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear: 113°. LMM freq: 206 kc; ident: UJ. LOM freq 236 kc; ident BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. (2-8) FLD: Rnwy 11-29 clsd - const. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BOERNE-AMMANN ARPT: New arpt: type L; lat 29-52, long. 98-40; lctd 8 mi NE; elev 1350'; 1 nrwy; longest rnwy 2750'; remarks - unattended. (11-23)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

★COLLEGE STATION-EASTERWOOD ARPT-TOWER: Effect Mar 10, hrs opern will be 0630-2230.

TEXAS: CORPUS CHRISTI-RADIO: Jan 15, VOR shut down until approx Mar. 15. Durg shut down the following temp MEAs have been estab: V-20 ALI-PSX MEA 4000'; V-68 from Int of SAT 159° radial to CRP unusable, from CRP to Kingsville Int. unusable. Clareville and Kingsville Ints unusable. All other routes utilizing CRP VOR unusable.
COTULLA-RADIO: Feb 5, VOR shut down until approx Mar 15-modernization. (3-1)
DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2mc will use other avail freq & ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250'NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.
**DEL RIO ARPT: Road across N/S strip removed. Rnwy lgts on rnwy 12-30 oper sunset-2400. (12-11)
EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail. Tetrahedron uncontrollable, unreliable-not to be used as traffic direction indicator. (11-27)
GALVESTON-RADIO: About Mar 18, VOR will be shut down until approx Apr 8-modern. (2-8) During modification shutdown Galveston VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
**GLADEWATER ARPT: 200'(616'MSL) lgtd twr erected 5.5 n mi E(90°T)at lat 32-31-48, long. 94-52-32. (2-18)
GRAHAM ARPT: 395'(1770'MSL) lgtd twr being erected 5.0 n mi E(93°T) at lat 33-06-10, long. 98-27-17. (2-14)
**GRAND PRAIRIE ARPT: Replace prefix (N) with prefix (A). (1-9)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° rad. Courtney Cypress and Fairbanks Ints remain using above temp rads and charted ELA VOR rads. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° rad in lieu of the 306° rad for apch rad with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° rad in lieu of HOU 134° rad for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° rad in lieu of 306° radial.
HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)
**HOUSTON-H & H GUEST RANCH ARPT: No rotating bcn and rnwy lgts avail. (1-16)
HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Rnwy 8-26 clsd for take-offs and lndgs. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. (12-6)
HUDSPETH-RADIO: Feb 21, VOR shut down until approx Mar 18. During this period MEA on V-66 El Paso to Culberson 10,000' MSL. Dove and Antelope VHF Int unusable.
JACKSONVILLE-WILSON ARPT: About Feb. 25, 200'(310'MSL) twr being erected 17.3 n mi ESE(133°T) at lat 31-45-00, long. 95-00-00 & being dismantled approx. Mar. 16(1-18)
JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: VOR restricted for civilian use-erratic course displacement.
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Rnwy 13-31 clsd until approx. Mar 20 for installation of hi-intensity rnwy lgts. (2-6)
★LUBBOCK-RADIO: Mar 1, LFR flgt-checked courses correctly aligned. Class change to: SBMRLZ.N(3-4)
LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Sept 1. (2-25) FLD: W 300' of E ramp open as taxiway. E 500' of E ramp clsd to acft for cotton storage. (10-9) N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt with N or S winds of 20 knots or more. (2-20)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500';145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700';305°-315°, 26 n mi at 1700';315°-335°, 35 n mi at 1700';335°-015°, 35 n mi at 2000';015°-060°, 35 n mi at 1700';060°-125°, 35 n mi at 1500'. About Mar 18, VOR will be shut down until approx April 8 - during this period VOR flgts authorized to use LFK Rbn in lieu VOR except V13E LFK to SHV unusable. Intersections, altitudes and reporting points as charted. (2-4)
**MARATHON ARPT: Reinstated.' Type P. Lat 30-12, long. 103-13. Lctd 1 mi SE. Elev. 4100'. 4 rnwys. Longest rnwy & facility: 37-S5. Fuel: F1. (4-7)
MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and landings. (11-26)
McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)
NEWARK-EAGLE MOUNTAIN LAKE ARPT: 235'(1485'MSL) twr being erected 10 n mi W (288°T) at lat 32-58-55, long. 97-47-20. (2-14)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)
PORT ISABEL ARPT: Closed all operations - construction. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operations, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
**SABINAL-WIEBOLDT STRIP #2: Arpt reactivated: Type"P"; lat 29-20N, 99-28W; lctd 1 mi N; elev 940'; 1 rnwy, longest rnwy and surface 2500' turf; 80 oct gas; remarks-p-line N, trees S. (4-25)
SAN ANGELO-RADIO: About Apr 8, VOR will be shut down until approx Apr 29-modern. (2-8) During shutdown, San Angelo VOR flgts authorized to use SJT LFR in lieu VOR. Int and alts as charted. (2-8)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
★SNOOK-RADIO: USAF H fac freq 371kc. Ident: SOK, Lctd: lat 30-29-00, long. 96-29-25. Class: MHW. Bear dist to Bryan AFB: 355°, 8.0 n mi. (1-29)
SNYDER-WINSTON FLD: 150'(2577'MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx. 13.4 n mi WSW of Texarkana LF rng.
TYLER-RADIO: About April 1, Z marker at H facility will be decmsnd. Class: BH. (3-1)
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown-account of severe scalloping and roughness.
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long, 100-22; elev 1720'; 1 strip-2800' long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

UTAH: HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000';172°-190°, 26 n mi at 13,000'. About Feb 25, VOR will be shut down until approx Mar 22 - modernization. During shutdown MEA V-8 Bryce Canyon-Grand Junction will be 15,000' and V-8 South Bryce Canyon-Grand Junction will be unusable. (2-14)

**HOT SPRINGS, BCN SITE 3, SLC-GTF: Bcn changed to 12 rpm. (2-5)

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi 335°-330°, 35 n mi at min en route alt. (1-2)

**MILFORD, 45, LAX-SLC ARPT: 80/87 octane fuel and aviation oil avail. on 24 hr basis. (12-25)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min. terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000 MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12.000' MSL. (8-10)

UTAH LAKE-RADIO: VOR usable dist at 14.000 MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50° - 85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd to wheel-equipped acft during winter months

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000';110°-140° below 4000';235°-255° below 4000';255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000';344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info.

**BRIDGEWATER-SHEN-MYER ARPT: Soft when wet. (12-22)

DAHLGREEN-SPECIAL NOTICE: Restricted Area (R-38) daily air & surface firing present. Extreme hazard to acft all altitudes all times.

**DANVILLE ARPT: 80 and 100 octane gas avail. (12-19)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS & ranges controlled from Martinsburg, W.Va. (7-25)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

HOT SPRINGS-INGALLS ARPT: Closed. (10-29)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-FALWELL ARPT: Until Apr 8, atenna array to 80' along S side of rnwy 75' from edge and near hangar area - obstruction lgtd. (1-8)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

VIRGINIA: NEWPORT NEWS-PATRICK HENRY ARPT: Exten const in progress apch end rnwy 20. (2-27)

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)

RICHMOND-BYRD FLD-TOWER: March 11, local control freq will be changed to 120.1 mc and apch ctl freq will be changed to 119.5 mc. (2-15) FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxi-ways- caution.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BANDERA ARPT: Closed - due snow. (12-7)

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1400'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

EASTON, SITE 5B, SEA-HLN ARPT: Clsd due to snow for winter season. (11-20)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)

LESTER ARPT: Closed - due snow. (12-7)

MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PACKWOOD ARPT: Closed - due snow. (12-7)

PULLMAN-MOSCOW ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Work in progress on arpt. (11-20)

RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

★SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvr 301.4, 120.7, 307.9, 125.3 mc cmsnd. Lctd Portland, Oregon peripheral site. (1-13)

SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop prior to entering tfc pat. (7-19) 2-way rdo required, xcpt on prior request. (1-29) FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Jet acft tfc pat. W of fld at 2500'. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (2-15)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z, and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

★SHELTON-RADIO: Shelton LFM lctd at H fac has ident: dot, dash. (1-25)

WASHINGTON: SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-100°, 50 n mi at 9000'. About March 18, lclzr and glide slope will be shut down for an indefinite period - relctn & rnwy extension. FLD: Perm crash barriers 40'' high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
WHIDBEY ISLAND NAS-RADIO: Voice communications out of service. (11-6)
**WINTHROP-PASAYTEN USFS ARPT: Closed. (12-27)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18)
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-28°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Fuel and servg avail. 0600-2400E daily. Other hrs by prior permission. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. Obstn lgts on W twr LFR lctd 3.1 mi N inop.
GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S bndry. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sunday. Men and equip. on rnwy. (12-3)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
RAINELLE-RADIO: Feb 16, mobile VOR operating on test basis. Freq: 108.8 mc. Lctd: lat 37-58-33, long. 80-48-17. (2-18)
SUTTON, 21, CIN-DCA ARPT: Closed to all operations for unknown duration. (2-28)
WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy rough, soft - unusable. Arpt clsd until May 1.
FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
LAND O' LAKES-KING'S GATEWAY ARPT: Closed due ice or snow. Arpt will be plowed on request. (12-19)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks: unattended. (1-14)
MADISON-TRUAX FLD-TOWER: About Mar 22, 119.9 mc will be changed to 119.3 mc. FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusion of rnwy 1 with parallel taxiway to left. (8-15)
OCONTO ARPT: E/W rnwy plowed 2850' x 175' - open to wheeled acft. NE/SW rnwy open to ski-equipped acft only. (1-16)
WISCONSIN: OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)
WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)
WYOMING: CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD:
** Formerly carried as Natrona County. (2-8) Two 200' fences SW end of ramp not obstn lgtd. (11-16)
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moder roughness btwn OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - marked.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate crs roughness exists in mouptainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip on hangar ramp. Cranes 50' - 60' high operg intermittently approx 1000' off E end rnwy 9R-27L.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

TEMPORARY MEA'S DURING VOR SHUTDOWNS: When route of flight includes changing to any airway or route with a higher MEA, flight will be cleared to higher MEA prior to crossing intsxn so that intsxn will be received to enable pilot to make necessary turn.

Airways, alternate airways and intsxns formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

HILL CITY, KANSAS VOR SHUTDOWN

FROM	TO	MEA
VOR Civil Airway V4:		
Goodland, Kans. VOR	Russel, Kans., VOR	7000
Via 084R	Via 278R	

HURON, SOUTH DAKOTA VOR SHUTDOWN

VOR Civil Airway V26:		
Pierre, S. Dak., VOR	Int R075 PIR and R168 ABR	5000
Int R075 PIR and R168 ABR	Oakwood, S. Dak. Int.	5000
Oakwood, S. Dak. Int.	Redwood Falls, Minn.	5000
VOR Civil Airway V78:		
Int R075 PIR and R168 or R228 ATY	Watertown, S. Dak. VOR	5000
VOR Civil Airway V15:		
Sioux Falls, S. Dak. VOR	Int R297 FSD and R228 ATY	5000
Int R297 FSD and R228 ATY	Aberdeen, S. Dak. VOR	5000
DIRECT ROUTES:		
Pierre, S. Dak. VOR	Huron, S. Dak. LFR	3400
Huron, S. Dak. LFR	Aberdeen, S. Dak. VOR	2500
Huron, S. Dak. LFR	Sioux Falls, S. Dak. VOR	3000
Huron, S. Dak. LFR	Redwood Falls, Minn. VOR	3900
Huron, S. Dak. LFR	Watertown, S. Dak. VOR	3100

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
058	090		2500	Precision Approach			
090	058		2000	S-dn-4*	200-½	200-½	200-½
				A-dn-4	600-2	600-2	600-2
				Surveillance approach			
				T-dn#	300-1	300-1	200-½
				C-dn%	600-1	600-1	600-1½
				C-dn-22	900-1	900-1	900-1½
				S-dn%	600-1	600-1	600-1
				S-dn-22	900-1	900-1	900-1
				A-dn%	800-2	800-2	800-2
				A-dn-22	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

%Runways 4-11-29

*Runway 4 only - 200½ or runway visual range of 2600'; provided, that approaches conducted on the basis of reported runway visual range shall be governed by the following: (1) All components of the approach lights and high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum altitude of 218' MSL shall not be made unless (a) visual contact with the approach lights has been established or (b) the aircraft is clear of clouds.

#Runway 4 only - runway visual range of 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

→ climb to 1000' on NE crs Newark LFR, then make left climbing turn to 3000' direct to Paterson RBn, or when directed

→ by ATC, make climbing left turn to 2000' direct to Chatham RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Newark, N J	Newark 18'	Newark Radar	1, Amdt 8 6 Apr 57	7 1 Dec 56

All directions	Radar site	within 25 mi	1500*	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn#	400-1	500-1	500-1½
				C-dn ##	500-1	500-1	500-1½
				C-dn-19	700-1	700-1	700-1½
				S-dn# →	400-1	400-1	400-1
				S-dn## →	500-1	500-1	500-1
				S-dn-19 →	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

→ *Radar Control must provide 3 mi lateral or 1000' vertical separation from 623' and 563' MSL radio towers located 12 mi ESE of airport and from 978' MSL TV tower 16 mi E of airport.

Runways 10, 14, 23, 28

Runways 1, 5, 32

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

climb to 1500' straight ahead, then proceed to New Orleans LFR or VOR or proceed as directed by ATC.

→ CAUTION: 409' radio tower 2.3 mi N of airport and 452' electric transmission towers 4.3 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New Orleans, La.	Moisant Int 3'	New Orleans Radar	1, Amdt 1, 13 Apr 57	Orig, 11 June 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Procedure CANCELLED 6 Apr 57 - no longer required operationally.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Davenport, Iowa	Municipal 753'	BVOR-DME-MLI	VOR-DME-APT, Orig, 3 Sep 55	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine More Than 65 Knots
Concord LFR	CON-VOR	Direct	2500	T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				S-dn-12	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 300 Outbnd, 120 Inbnd, 2500' within 10 mi. Not authorized beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 120-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, after passing Concord VOR, climb to 2000' on R-155 within 15 mi of Concord VOR.
→ AIR CARRIER NOTE: Night operations not authorized on Rwy 3-21.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Concord, N H	Municipal 345'	BVOR CON	1, Amdt 2 6 Apr 57	1 1 Apr 54

→ EUG-LFR	EUG-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Cottage Grove FM	EUG-VOR	Direct	3700	C-dn	500-1	500-1½	600-1½
→ Int N crs EUG-LFR & R-338 EUG	EUG-VOR	Direct	2000	S-dn-RY16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn E side of crs, 338 Outbnd, 158 Inbnd, 2000' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 158-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, turn right and climb to 2000' on R-355 within 20 mi.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Eugene, Ore	Mahlon Sweet 365'	BVOR EUG	1, Amdt 3 13 Apr 57	2 29 Oct 55

Int E crs MFR LFR and R-351 LMT VOR				T-dn	1500-1	1500-1	1500-1
Klamath Falls LFR	LMT-VOR	direct	9000	C-d	1800-1	1800-1	1800-1½
	LMT-VOR	direct	8000	C-n	1800-2	1800-2	1800-2
				A-dn	1800-2	1800-2	1800-2

Procedure turn E side crs, 152 Outbnd, 332 Inbnd, 8000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 5900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left and climb to 9000' on R-161 within 14 miles.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Klamath Falls, Ore	Klamath Falls 4088'	BVOR LMT	1, Amdt 3, 6 Apr 57	2, 12 Feb 57

				T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 288 outbnd, 108 inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach course, 1400'
→ Crs and distance, facility to airport, 108 - 6.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.8 mi., climb to 2000' on R-108, turn right and return to LaGrange VOR.
AIR CARRIER NOTES: No reduction in night landing or take-off minima authorized.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaGrange, Ga.	Callaway 700'	FVOR LGC	1, Amdt.1 17 Mar 57	Orig 16 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				*C-dn	500-1	500-1	500-1½
				*S-d-24	400-1	400-1	400-1
				*S-n-24	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

*CAUTION: Standard clearance not provided over 362° stacks 1½ mi W of range.

Procedure turn N side NE crs, 052 Outbnd, 232 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs 1000
Crs and distance, facility to airport, 232-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.2 miles, make 180° left climbing turn to 1500' direct to the Bridgeport LFR.
NOTE: ADF approach not authorized.

★ City and State: Bridgeport, Conn. | Airport Name & Elev.: Bridgeport Airport 9' | Fac. Class & Ident.: MRLWZ BDR | Procedure No. & Eff. Date: 1, Amdt 7 13 Apr 57 | Sup. Amdt. No. Dated: 6 15 May 54

Concord VOR	CON-LFR	132-5	2100	T-dn	300-1	300-1	300-1
Boscawen FM	CON-LFR	152-12.6	3000	C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 164 Outbnd, 344 Inbnd, 2000' *within 10 miles, NA beyond 10 miles
*Standard obstruction clearance not provided over 1410' hill approximately 7 miles E of Concord LFR
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 332-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, climb to 5000' on NW crs. within 20 miles.
NOTE: ADF approach not authorized
AIR CARRIER NOTE: Night operations not authorized on Rwy 3-21.

★ City and State: Concord, N H | Airport Name & Elev.: Municipal 345' | Fac. Class & Ident.: BMRLZ CON | Procedure No. & Eff. Date: 1, Amdt 6, 6 Apr 57 | Sup. Amdt. No. Dated: 5, 30 Apr 55

Cottage Grove FM	EUG-LFR	Direct	3700	T-dn	300-1	300-1	200-½
→ EUG-VOR	EUG-LFR	Direct	2000	C-dn	500-1	500-1½	600-1½
				S-dn-ry-16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn E side N crs, 356 Outbnd, 176 Inbnd, 2000' within 10 mi, NA beyond 10 mi. (Nonstd. due to terrain)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 150-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi, turn right and climb to 2000' on N crs of EUG-LFR within 10 mi.
CAUTION: Terrain 1294', 7 mi E of N crs of range, 10.5 mi from range station.

★ City and State: Eugene, Ore | Airport Name & Elev.: Mahlon Sweet 365' | Fac. Class & Ident.: SBRAZ EUG | Procedure No. & Eff. Date: 1, Amdt 8 13 Apr 57 | Sup. Amdt. No. Dated: 7 29 Oct 55

Layton FM	SLC-LFR (Final)	Direct	4900	*T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
Salt Lake City VOR	SLC-LFR	Direct	7500	S-dn-16L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*500-2 required for take-off Runway 7.

Procedure turn W side N crs, 329 Outbnd, 149 Inbnd, 7500 within 10 miles.
Minimum Altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 163-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.3 miles, climb to 11,000' on W crs SLC LFR within 20 mi
SHUTTLE: To 10000 on N crs within 10 miles. All turns W of crs
→ CAUTION: 5000' terrain 3 mi E of LFR. High terrain 8 mi E of N and S courses, and W of S crs of LFR and to S of LFR. 4541' radio tower 1.3 mi SE of LFR.

★ City and State: Salt Lake City, Utah | Airport Name & Elev.: Salt Lake City #1, 4222' | Fac. Class & Ident.: SBRAZ SLC | Procedure No. & Eff. Date: 1, Amdt 5, 6 Apr 57 | Sup. Amdt. No. Dated: 4, 25 Dec 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Hobart FM	SEA-LFR	Direct	4000	T-dn	300-1	300-1	200-½
SEA-LOM	SEA-LFR	Direct	2000	C-dn	500-1	500-1	500-1½
SEA-VOR	SEA-LFR	Direct	2000	S-dn- 16	400-1	400-1	400-1
Vashon Int	SEA-LFR	Direct	2000	A-dn	800-2	800-2	800-2
SEA-VOR	Harbor Isl FM	Direct	2000				
SEA-LOM	Harbor Isl FM	Direct	2000				
NEJ-LFR	Harbor Isl FM	Direct	2000				
Radar Fix 5 mi NW of Harbor Isl FM on NW crs SEA-LFR	Harbor Isl FM (final)	Direct	1500				
Harbor Isl FM	Int NW crs SEA-LFR & R-340 SEA (Final)	Direct	1200				

NOTE: All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.

Procedure turn W side NW crs SEA LFR, 297 outbnd, 117 inbnd, 2000 within 10 mi NW of Harbor Isl FM. N.A. beyond 10 mi.
→ Minimum altitude over SEA VOR, 800'
Crs and distance, from Int NW crs SEA-LFR & R-340 SEA to SEA VOR, 160-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of SEA VOR, climb to 2000 on R-175 SEA within 13 miles.
Alternate missed approach: When requested by ATC, turn right climb to 2000 on R-225 SEA within 20 miles.
CAUTION: Tank 561' MSL located immediately NE of airport

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int 424'	SBRAZ SEA	3, Amdt 3, 3 Mar 57	2, 2 Mar 57

Verdigris River FM	TUL-LFR (Final)	Direct	1400	T-dn	300-1	300-1	200-½
Skiatook FM	TUL-LFR	Direct	2000	C-dn	400-1	500-1	500-1½
→ Tulsa VOR	TUL-LFR	Direct	1900	A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 052 Outbnd, 232 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 219-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.9 mi, climb to 2400 on SW crs within 20 mi.
NOTE: 300-1 required for take-off on Runways 3L, 21R, 17R and 35L.
Major Changes: Tulsa VOR relocated.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Okla	Municipal 674'	SBRAZ TUL	1, Amdt 13, 19 Apr 57	12, 22 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Austin VOR	LOM	direct	2000	#T-dn	300-1	300-1	200-½
Austin LFR via crs 118	NW crs ILS	direct	1900	C-dn →	400-1	500-1	500-1½
Smithville RBN via crs 295	SE crs ILS	direct	1900	S-dn-30L			
→ Bergstrom RBn	LOM	direct	2000	ILS	300-¾	300-¾	300-¾
Webberville Int	LOM(Final)	direct	2000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#All aircraft are restricted to 300-1 minima for take-off on Runways 3-21, 16L-34R, and 12L-30R.

Procedure turn E side SE crs, 125 Outbnd, 305 Inbnd, 2000 within 10 miles. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 2000* ILS, minimum altitude over LOM inbnd final 1200 ADF
*2000 will intercept glide slope 0.5 mi after passing OM.
Altitude of G.S. and distance to approach end of rny at OM 2120-5.3; at MM 820-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.3 mi LOM (ADF) climb to 3000 on NW crs ILS (305) within 20 miles, or when directed by ATC, turn right, climb to 2100 on NE crs AUS-LFR within 20 miles.
NOTE: 400-1 required when glide slope not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Texas	Mueller 631'	ILS-IAUS, LOM-AU	1, Amdt 13, 13 Apr 57 Comb ILS-ADF	12, 29 Aug 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Duluth LFR	LOM	Direct	2600	T-dn	--	--	--
Duluth VOR	LOM	Direct	2600	C-d	500-1½	500-1½	500-1½
				C-n	500-2	500-2	500-2
				S-d-9	250-1	250-1	250-1
				S-n-9	250-1½	250-1½	250-1½
				A-dn	--	--	--

→ Procedure turn S side of crs, 263° Outbnd, 088° Inbnd, 2600' within 10 mi.
Minimum Altitude at G. S. interception inbnd, 2600'
Altitude of G. S. and distance to appr. end of Rny. at LOM, 2600'-4.3 mi.; at MM, 1630'-0.7 mi.
G. S. angle, 2.6°
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi of LOM, turn left to crs of 315°, climbing to 3000' within 20 mi; contact Duluth approach control for further instructions.
NOTE: USAF navigational facility - for military use only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Duluth, Minn.	Duluth Mun. 1430'	ILS DLH	1, Amdt 1,24 Feb 57	Orig 23 Feb 57

MKE-VOR	Lake Park Int*	Direct	2700	T-dn	300-1	300-1	200-½
MKE-LFR	Lake Park Int*	Direct	2700	C-dn	600-1	600-1	600-1½
MKE-LOM	Lake Park Int*	Direct	2700	S-dn-19	400-1	400-1	400-1
Cardinal Int	Lake Park Int*	Direct	2700	A-dn	800-2	800-2	800-2
Cardinal Int	Lake Park Int* (Final)	Direct	2200				
Lake Park Int*	Harbor Int**	Direct	2300				
Lake Park Int*	Harbor Int** (Final)	Direct	1800				

Radar transition to final approach authorized. Aircraft may be released for final approach without procedure
→ turn at Lake Park Int* Refer to Radar procedure for Milwaukee, Wis., if detailed sector altitudes desired.

Procedure turn W side N crs, 006 Outbnd, 186 Inbnd, 2700' within 10 mi of *Lake Park Int.
No glide slope. 1800' over Lake Park Int*; Brng. & dist. Lake Park Int* to Harbor Int** - 186°-3.0
→ No markers. Brng. & dist: Lake Park Int* to Rny 19, 186-7.0; Harbor Int** to Rny 19, 186-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 2000' on localizer crs to MKE LOM or when directed by ARTC:
(1) Make left climbing turn to 2000' & proceed to Sun Fish Int, via V30.
→ *Lake Park Int: Int MKE-VOR R-096 & N crs ILS.
→ **Harbor Int: Int MKE-VOR R-105 & N crs ILS.
NOTE: Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
CAUTION: 787' power line ½ mi N of Rwy-19.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Milwaukee, Wis.	General Mitchell 698'	ILS-MKE	2, Amdt 1, 14 Mar 57	Orig, 26 Jan 57

Maxwell LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Montgomery VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Benton Int (LFR) via crs 109°	W crs ILS (Final)	Direct	1800	S-dn-9 *ILS	300-¾	300-¾	300-¾
Craig Int (VHF)	LOM (Final - ILS)	Direct	1800	ADF	400-1	400-1	400-1
Calhoun Int	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
Booth Int	LOM	Direct	1700	ADF	800-2	800-2	800-2

* 400-¾ required if glide slope not utilized.

→ Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 1800' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude at glide slope int inbnd, 1800' ILS; Min. alt. over LOM inbnd final - 1000' ADF.
→ Altitude of glide slope and distance to appr end of Rny at OM - 1800'-5.1; at MM - 438-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 mi after passing LOM (ADF) climb to 1500' on crs of 120 or on R-120 MGM within 20 mi.
NOTE: No approach lights.
CAUTION: Tower 987' MSL, 8 mi East.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Montgomery, Ala	Dannelly Fld 219'	ILS-IMGM, LOM-MG	1, Amdt 2 17 Mar 57 Comb. ILS-ADF	1, 16 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
New Brunswick Int via crs 076°	ILS crs (Final)	Direct	1500	#T-dn	300-1	300-1	200-½
Woodbridge Int ILS	LOM (Final)	Direct	1500	C-dn	600-1	600-1	600-1½
Woodbridge Int ADF	LOM (Final)	Direct	1000	S-dn-4 ILS	200-½	200-½	200-½
→ Colts Neck VOR via R-352	ILS crs (Final)	Direct	1500	ADF	600-1	600-1	600-1
Flatbush Rbn	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
Newark LFR	LOM	Direct	1500	ADF	800-2	800-2	800-2
Chatham Rbn	LOM	Direct	2000				
Radar transition altitudes S quadrant Newark LFR	Radar site	within 15 mi	1500				
Northeast sector from 058 to 090	Radar Site	within 20 mi	2500				
All other sectors	Radar Site	within 20 mi	2000				

Runway 4 only: Runway Visual Range 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.
* Runway 4 only: 200-½ or runway visual range of 2600' - provided approaches conducted on the basis of reported runway visual range shall be governed by the following:
(1) All components of approach lights and high intensity runway lights shall be in normal operation
(2) Descent below the authorized landing minimum altitude of 218' shall not be made unless
(a) Visual contact with the approach lights has been established or
(b) The aircraft is clear of clouds. 600-1 required with glide slope inoperative.
→ Procedure turn W side SW crs, 217 Outbnd, 037 Inbnd, 1500' within 10 mi. (Nonstd. due to ATC)
Minimum altitude at glide slope int inbnd: 1500' ILS. Min. alt. over LOM inbnd final - 1000' ADF.
Alt. of glide slope & distance to approach end of rny at OM 1525-4.9; at MM 250-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.9 mi, climb to 1000' on 037 crs from LOM, then make left climbing turn to 3000' direct to Patterson RBn.
or when directed by ATC, make climbing left turn to 2000' direct to Chatham RBn.

★ City and State: Newark, N J | Airport Name & Elev.: Newark 18' | Fac. Class & Ident.: ILS-EWR, LOM-EW | Procedure No. & Eff. Date: 1, Amdt 10, 6 Apr 57 | Sup. Amdt. No. Dated: 9 1 Dec 56

Comb. ILS-ADF

Woodland FM	SVY	Direct	3000	T-dn	300-1	300-1	*200-½
La Center FM or Int	SVY	Direct	3000	C-d	600-1	600-1	600-1½
PDX VOR	SVY	Direct	3000	C-n	600-1	700-1	700-1½
PDX LFR	SVY	Direct	3000	S-dn 10			
Willamette FM	SVY	Direct	3000	# ILS	200-½	200-½	200-½
UBG VOR	SVY	Direct	3000	ADF	600-1	600-1	600-1
→ Scappoose Int	SVY	Direct	3000	A-d ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
				A-n ILS	600-2	700-2	700-2
				ADF	800-2	800-2	800-2

All fixes within 25 mi may be determined by surveillance radar. Radar vectoring to final approach localizer crs authorized in accordance with procedures approved for surveillance approach.
* 300-1 required on runways 7-25, 11, 2-20. # 500-¾ required with glide slope inoperative. ←
Procedure turn S side of crs, 278 Outbnd, 098 Inbnd, 3000' within 10 mi of SVY-RBN. NA beyond 10 mi.
Minimum Altitude at G.S. int inbnd, 3000, minimum altitude over OM inbnd final 1600 ADF**
** If OM not received visually and aurally, maintain 1600' to LMM, then climb to 3000' on S crs of PDX - LFR within 10 mi of LFR.
Altitude of G.S. and distance to approach end of rny at SVY 3000-9.4, at OM 1370-3.9, at MM 280-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, after passing LMM (ADF) climb to 1500' on crs of 098 within 10 mi of LMM; thence make climbing right turn to a heading of 230 proceeding to S crs of PDX-LFR at 3000' within 12 mi of LFR, or proceed to R-175 PDX at 3000' within 18 mi of VOR. Alt. missed appr. when dir. by ATC: climb to 1500' on SE crs ILS within 10 mi of LMM, making climbing left turn, proceed direct to PDX-LFR or to PDX-VOR at 3000'

★ City and State: Portland, Ore | Airport Name & Elev.: International 23' | Fac. Class & Ident.: ILS PDX, RBn SVY | Procedure No. & Eff. Date: 1, Amdt 7, 6 Apr 57 | Sup. Amdt. No. Dated: 6, 29 Oct 55

Comb ILS & ADF

Salt Lake City LFR	LOM	Direct	6100	#T-dn	300-1	300-1	200-½
Salt Lake City VOR	LOM	Direct	6100	C-dn	500-1	600-1	600-1½
Utah Lake VOR via R-008	ILS S crs	Direct	11,000*	S-dn-34L	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

* Start descent at glide slope int., glide slope must be operative for this transition.
# 500-2 required for take-off Runway 7.
Procedure turn E or W side of S crs, 158 Outbnd, 338 Inbnd, 6100' within 5 mi of LOM. Beyond 5 mi NA. 80 reversal recommended for procedure turn.
Minimum altitude at glide slope int inbnd, 6100'
Altitude of glide slope and distance to approach end of runway at Riverton FM, 9340-15; at LOM, 6028'-5.5; at LMM, 4457-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.5 miles of OM, make a left climbing turn, climb westbound on R-248 SLC or West crs SLC LFR, to 11,000'
→ within 20 mi. Alternate missed approach when directed by ATC, climb northbound on R-329 SLC or North crs SLC LFR
→ to 10,000' within 20 mi NOTE: Aircraft executing missed approach shall not climb above 6500' until past
→ SLC VOR or LFR.
CAUTION: Terrain 11,253' MSL approximately 8 mi E of localizer crs at Riverton FM

★ City and State: Salt Lake City, Utah | Airport Name & Elev.: Salt Lake City #1, 4222' | Fac. Class & Ident.: ILS SLC | Procedure No. & Eff. Date: 1, Amdt 13, 6 Apr 57 | Sup. Amdt. No. Dated: 12, 7 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Syracuse LFR	LOM	direct	1900	*T-dn	300-1	300-1	200-½
Syracuse VOR	LOM	direct	1900	C-dn	#600-1	700-1	700-1½
Sherrill Int via crs 310	E crs ILS	direct	2500##	S-dn-28 ILS	300-¾	300-¾	300-¾
Int E crs Syracuse LFR and brng				ADF	#600-1	700-1	700-1
335° to LOM	LOM	Direct	1900	A-dn	800-2	800-2	800-2
Int S crs Syracuse LFR and brng							
045° to LOM	LOM	direct	3000###				
Munnsville Int via crs 328°	E crs ILS	direct	3000##				
Fabius Int	LOM	direct	3000				

*600-1 required for take-off to SE
#Standard clearance not provided over 836' radio mast 1.1 mi SE of airport.
→ ##After interception of localizer crs inbnd, descent on glide slope to cross the outer marker at 1600 on final approach is authorized.
###Descent to 1800' authorized after passing Syracuse VOR radial 150°.

Procedure turn N side E crs, 098 Outbnd, 278 Inbnd, 1600 within 10 miles.
Minimum Altitude at G.S. int inbnd 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
→ Altitude of G.S. and distance to appr end of rwy at OM 1600-4.1; at MM 610-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.1 miles after passing LOM (ADF), climb to 2000' on W crs ILS or crs of 278 from LOM within 20 mi
AIR CARRIER NOTE: No reduction in minimums or sliding scale authorized for take-off to the SE.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Syracuse, N Y	Hancock 419'	ILS-SYR, LOM-SY	1, Amdt 14, 13 Mar 57 Comb ILS-ADF	13, 2 Mar 57

Chatham MHW via crs 095	ILS SW crs	direct	2000	T-dn		300-1	300-1	300-1
Newark LOM via crs 348	ILS SW crs	direct	1800	C-dn	→	1000-1	1000-1	1000-1½
Paterson MHW	EB-LEM	direct	2000	*S-dn-6		500-1	500-1	500-1
Int R-128 CDW & SW crs ILS	ILS OM (Final)	Direct	1100	A-dn		1000-2	1000-2	1000-2

*700-1½ required with any component of the ILS inoperative.
Radar vectors may be utilized to effect above transitions.

Procedure turn W side SW crs, 239 Outbnd, 059 Inbnd, 1800 whithin 10 miles of OM
Minimum Altitude at G.S. int. inbnd 1400
Altitude of G.S. and distance to appr end of rny at OM 1360-4.0; at MM 230-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1000' on a heading of 059° turn left climb to 2000' on ADF crs to Paterson MHW

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Teterboro, N J	Teterboro 7'	ILS TEB	1, Amdt 8, 24 Mar 57	7 23 Mar 57

Int SE crs LFR & 250 brng to	LOM			T-dn		300-1	300-1	#200-½
LOM	LOM	direct	2100	C-dn		400-1	500-1	500-1½
TUL VOR	LOM	direct	2200	S-dn-35R				
TUL LFR	LOM	direct	2200		*ILS	200-½	200-½	200-½
Red Fork FM	LOM	direct	2400		ADF	400-1	400-1	400-1
Skiatook FM	LOM	direct	2400	A-dn	ILS	600-2	600-2	600-2
Verdigris River FM	LOM	direct	2200		ADF	800-2	800-2	800-2
→ Int R-201 TUL & S crs ILS	LOM (Final - ILS)	direct	2400					
→ Int R-201 TUL & S crs ILS	LOM (Final - ADF)	direct	1900					

#300-1 required on rny 3L, 21R, 17R, 35L.
*400-¾ required when glide slope not utilized.

Procedure turn E side S crs, 174 Outbnd, 354 Inbnd, 2400 within 10 miles. Beyond 10 miles NA.
Minimum Altitude at G.S. int inbnd, 2400 ILS, minimum altitude over LOM inbnd final 1900 ADF
Altitude of G.S. and distance to approach end of rny at OM 2350-5.4, at MM 880-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles after passing LOM (ADF) climb to 1900 on N crs ILS (354) within 20 miles.
CAUTION: 1100' tower 2.0 mi NW of LOM

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Okla	Municipal 674'	ILS-ITUL, LOM-TU	1, Amdt 5, 9 Apr 57 Comb ILS & ADF	4, 28 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

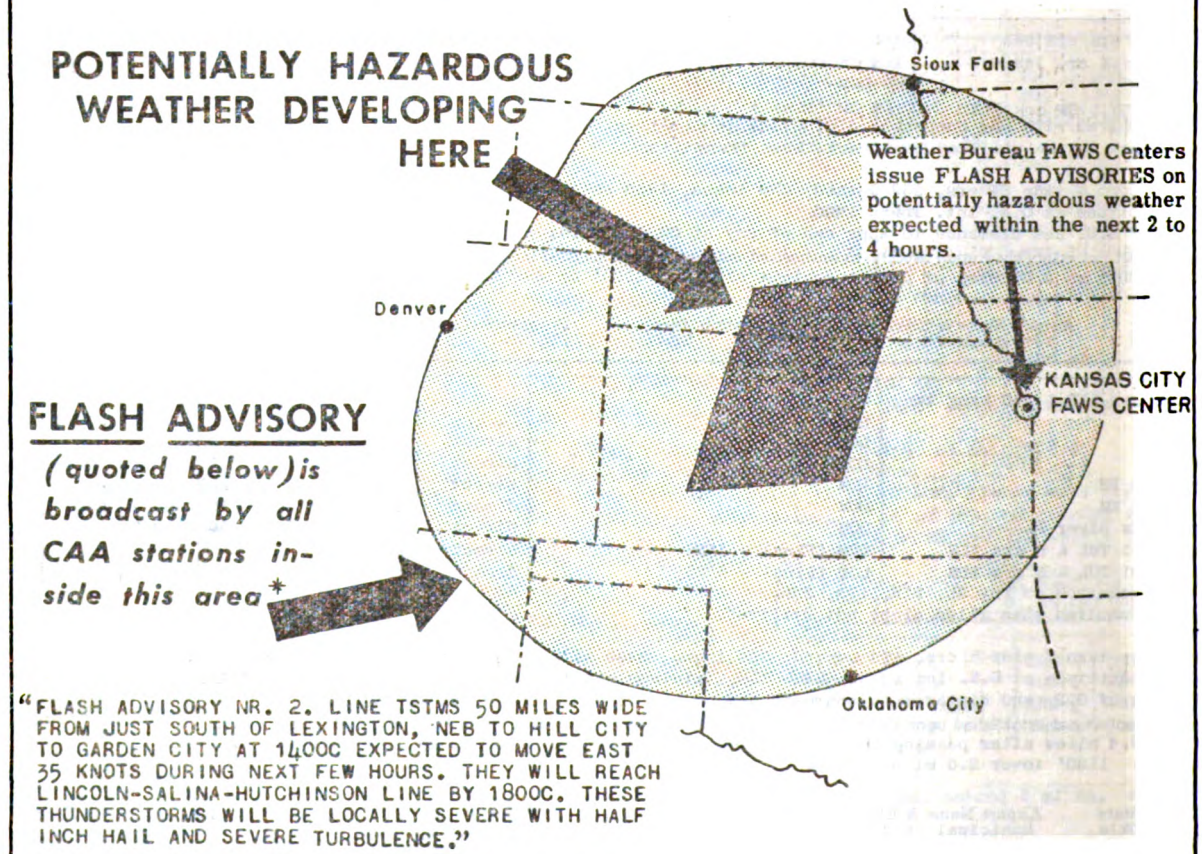
TRANSITION				CEILING AND VISIBILITY-MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Salinas VOR	MRY-MH	Direct	4000	T-dn	300-1	300-1	300-1
Saratoga Int	MRY-MH	Direct	5000	C-d	700-2	700-2	700-2
→ Davenport Int	MRY-MH	Direct	4000	C-n	700-3	700-3	700-3
				A-d	1000-2	1000-2	1000-2
				A-n	1000-3	1000-3	1000-3

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 094-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 2000' on crs. of 310 within 10 mi of MRY MH.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Monterey, Calif	Monterey Peninsula 220'	MHZ MRY	1, Amdt 8 13 Apr 57	7 17 Mar 56

(SEE TEXT PAGE 7)

Example of the
WEATHER BUREAU IN-FLIGHT WEATHER SAFETY SERVICE
(Provided in Co-operation with C.A.A.)



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* FLASH ADVISORIES also given enroute aircraft when radio contact is made.

U.S. DEPARTMENT OF COMMERCE - WEATHER BUREAU
Feb. 1957

(5 Mar 1957)

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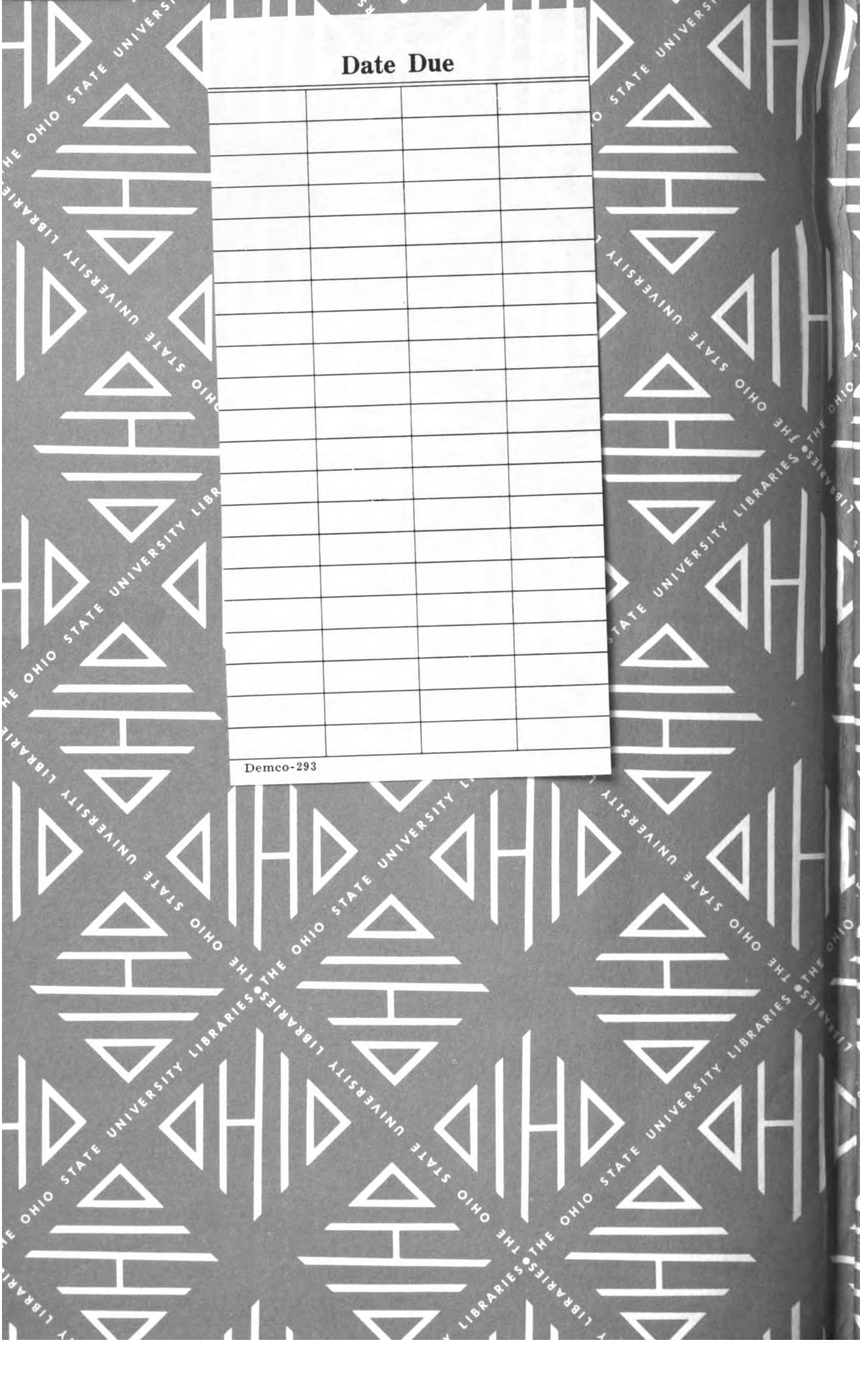
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